

# AUTOSPORT

DECEMBER 19, 1952

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EVERY FRIDAY

Vol. 5 No. 25

BRITAIN'S MOTOR SPORTING WEEKLY



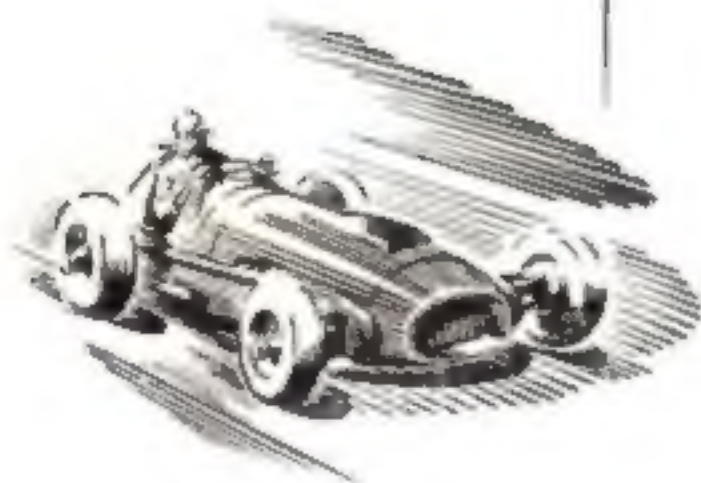
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JOHN BOLSTER • THE EARL OF MARCH • FRANCIS PENN



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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 25 December 19, 1952

Managing Editor: GREGOR GRANT

Assistant Editor - C. POSTHUMUS  
 Chief Photographer - GEORGE PHILLIPS  
 North of England - FRANCIS N. PENN  
 Continental Correspondent - GERARD CROMBAC

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## NOTICES

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## EDITORIAL

IN this issue appears an article giving some well-balanced views on handicapping, by the Earl of March. These are his own personal opinions, and do not necessarily represent those of the B.A.R.C., which organization he has assisted during the past season, in compiling handicaps. Nevertheless, Lord March's comments contain much food for thought, and his suggestion regarding the publication of a kind of "Motor-Racing Form" bulletin is one that merits serious consideration. Since Mr. Barclay Inglis's and Mr. Dudley Coram's pleas for the establishment of a "Central Bureau of Handicapping", AUTOSPORT has studied the question of supplying as much information as possible regarding sports-car competitors, which would be of assistance to organizers and handicappers alike. The publication of a form guide would indeed provide that information and would also be of absorbing interest to all who follow sports-car racing in this country.

AUTOSPORT is fully prepared to accept the onus of incorporating in the magazine, during the racing season, a guide to form on the lines suggested by the Earl of March. Naturally, this cannot be done without the full co-operation of all Clubs which organize motor-races, and of the timekeepers themselves. Unless it is possible to publish relevant details of *all* competitors, the scheme would not be effective. This would entail the provision of full results of every race, details of handicaps (if applicable), and, above all, a complete list of lap times. The latter is essential in order that a selection of times could be published, showing the capabilities of a particular car and driver on a named circuit. In order that this guide to form would be as accurate as possible, AUTOSPORT is perfectly willing to appoint a well-known handicapping expert to edit this section, and to be responsible for compiling the necessary information. The magazine would also, if considered necessary, submit the timekeepers' sheets to a qualified auditor before extracting information from them.

If Clubs feel that this service would assist them during the racing season, Secretaries should immediately write to AUTOSPORT stating whether or not their Clubs wish the scheme to be instigated.

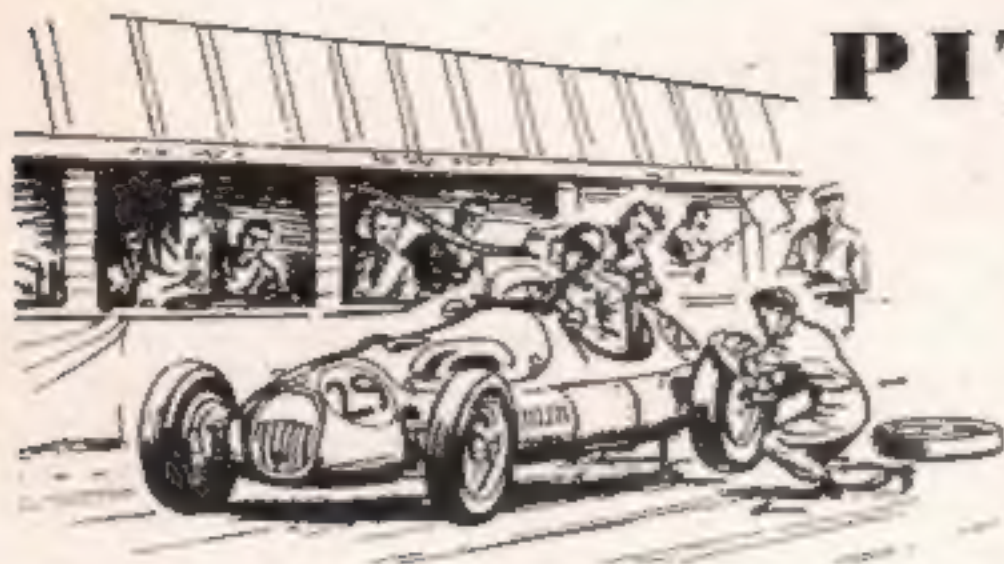
The possession of the information tabulated above should prove of inestimable assistance to all organizers. As the Earl of March states in his article, the promise of close finishes to handicap races would encourage the attendance of spectators who, in the past, have been inclined to view all races of this type with distrust. There is no reason why handicap races in this country should not provide as good a spectator attraction as any form of scratch event.

## OUR COVER PICTURE

ROYAL PRESENTATION: H.R.H. The Duke of Edinburgh presenting Stirling Moss with the 1952 Gold Star at the British Racing Drivers' Club Silver Jubilee Ball and Banquet, at the Royal Festival Hall, London.



# PIT AND PADDOCK



**T**RAMPS' Ball, by the 750 Club, at the Abbey Hotel on 10th December, was so successful in respect of appropriate attire that one guest had considerable trouble in dissuading a garage proprietor from sending for the police.

**J**OHAN ROWLEY, who formerly raced a 2-litre Aston Martin, will be seen in an Alta next season.

**A**. B. JENKINS is said to be directly interested in an American project to attack the late John Cobb's Land Speed Record, in a car fitted with a turbo-jet engine.

**G**IOVANNI BRACCO may join Hermann Lang and Karl Kling in the official Mercedes-Benz sports-car team in next year's races.

**J**UAN MANUEL FANGIO has purchased a C-type Jaguar of the type which won the 1951 Le Mans race.

**O**WING to a slight misunderstanding, we referred in last week's issue to Sir James Scott-Douglas having accepted the Presidency of the Bristol M.C. and L.C.C. This should be read as accepted nomination for Presidency.

**C**OOOPER-BRISTOL exhibited on the racing-car stand at Earls Court has been purchased by Frank Curtis of streamlined Allard fame.

## PORSCHE IN BRITAIN

**C**OLBORNE GARAGE, LTD., of Ripley, Surrey, the Volkswagen people, have been appointed Sole Concessionaires in Great Britain for Porsche cars, which at present are available only to members of the United States Forces, overseas visitors and diplomats.

Charles Meisl has joined the Board of this Company and will be responsible for importation and sales.

**R**OB WALKER has acquired the latest type of Formula 2 Connaught.

**G**IOSEPPE FARINA is said to be considering an offer by Lancia to be manager for a team of Lancia Aurelias for 1953 sports-car racing.

## HUMBER COLOUR FILM

**L**ATEST addition to the ever-growing list of really fine motor sporting films is the colour production of the recent Humber Super Snipe 15 Countries in 90 Hours run, shown to the Press a few days after the completion of the test.

## NEW CASTROL FILM

**A** NEW Castrol film "R.A.C. International Rally, 1952" received its first performance today at the R.A.C., Pall Mall.

The film runs for 35 minutes, and conveys in excellent manner the impression of what a Rally of this kind means both in preparation and in execution. A special feature is made of the many tests undertaken en route by the competitors. Of these, one especially remembers the spectacular shots taken from a car travelling at high speed up the famous Rest-and-be-Thankful hill. Also memorable is the beautiful colour photography, by Richard Habershon, of the lake and mountain scenery through which the Rally passed.

The commentary of "R.A.C. International Rally, 1952" is by Raymond Baxter. The film will be available for loan to motor clubs and similar organizations from 1st January, 1953.



**FAIR SUPPORT:** Mrs. Francis Penn and Mrs. T. C. Harrison are amongst the "better halves" seen at the recent annual dinner/dance of the Lancashire and Cheshire A.C.





### B.R.D.C. MOTOR RACING EXHIBITION

SCALE models by Rex Hays of Snotable racing-cars built from 1910 to 1952 will feature at the B.R.D.C.'s Motor Racing Exhibition at Stratton House, Piccadilly, London, W.1., from 22nd to the 30th December. Famous racing drivers will be present. Hours daily are 10 a.m. to 8 p.m., but the Exhibition will be closed on Christmas Day and Sunday, 28th December.

Admission will be 2s. for adults, children 1s. Proceeds are in aid of the National Playing Fields Association.

### CRYSTAL PALACE IS "ON"

REPRESENTATIVES of the B.R.D.C., B.A.R.C., Half-Litre Club and the Auto-Cycle Union have agreed to a request by the R.A.C. to serve as a joint body in arranging a series of race meetings at Crystal Palace next season. The R.A.C. themselves were approached by the Parks Committee of the London County Council, who are arranging for the construction of a link road between the old Fisherman's Bend and Stadium Curve, thus considerably raising the lap speed of the circuit.

Dates for 1953 car race meetings will be settled shortly; it is hoped to include two Formula 3 meetings, one of them International, and also a Formula 2 meeting later in the season.

### ANOTHER MEXICAN RACE

SEVERAL of the European competitors in the Pan American Road Race will be staying on in Mexico to take part in another road race on 28th December. The race will be of circuit-type this time, starting from Mexico City and leading over a hilly, winding route to Cuernavaca, returning then to Mexico City by a new motor road. Lap distance is about 92 miles, and the circuit will be covered three times by the sports-cars and four times by series-built machines.

Giovanni Bracco, "unlucky bird"

of the Pan American Race, will be driving a Ferrari, as will the Mexican driver P. Ibarra. Luigi Chinetti may also take part, and the organizers are hoping to secure entries from Manzon (2.3-litre Gordini) and Piero Taruffi with one of the Lancias.

### A RACING TATRA

NEWS has percolated from Czechoslovakia of an experimental Tatra racing single-seater, with an air-cooled unblown V8 engine of approximately 2½-litres. This unit, developed from the standard product, has raised compression, twin carburettors, and o.h.v. operated by minute pushrods, and running on 80 octane fuel is reported to produce 50 b.h.p. per litre, with maximum revs. of 8,000.

This engine, fitted into a single-seater chassis, has been extensively tested this year, and won the Czechoslovakian G.P. (a national event) at Brno, setting a fastest lap in 8 mins. 32 secs., compared to Peter Whitehead's 1949 figure with

the 1½-litre blown Ferrari of 8 mins. 12 secs.

For an air-cooled machine, the Tatra is said to be remarkably quiet. Mounted in a standard Tatra plan chassis, the following figures were recorded:—

#### Standing Start:

0-80 kilos in 9.2 secs.

0-100 kilos in 13.2 secs.

0-140 kilos in 40.0 secs.

Maximum Speed: 160 k.p.h. (99.4 m.p.h.).

If these speeds are to be taken as maximum performance, the Tatra would clearly be no match for any Western European racing-cars, but they would naturally be higher in the single-seater version, while further improvements to boost power and speed may be intended.

Of course, 2½-litres is the maximum capacity limit for cars of the 1954 Formula. Should this Tatra development portend competition from the "Curtain" countries, International racing may take on a novel interest.

## R.A.C. TYRE REGULATIONS

THESE Regulations will in 1953 apply compulsorily only to the R.A.C. Trials Championship and its qualifying events. Promoters of other events may, at their option, adopt these Regulations or the R.A.C. Tyre Regulations, as published in July, 1949, and now current.

Tyre sections will be restricted in the case of "Special" cars to:—

Engine Capacity: Up to and including 2,500 c.c. Section: 5.00.

Engine Capacity: Over 2,500 c.c. Section: 7.00.

It should be noted that the chassis, excluding the body, determines whether or not the car is regarded as a "Special" or a "Standard" vehicle. In the case of "Standard" cars of which at least 50 chassis have been produced or for which manufacturing provision has been made to the satisfaction of the R.A.C., no restriction on size will be made within the range of tyres recommended by the tyre manufacturers for the standard wheel and rim, as sold with the car.

All tyres, whether fitted to "Special" or "Standard" cars, must be on the approved list and modification of the manufacturer's tyre tread pattern will not be permitted.

To date the following tyres have been approved:—

#### NEW TYRES

Henley: Car tread, sizes 14 in.-19 in.

Michelin: "Zig Zag" and "Stop" only.

British Tyre & Rubber Co.: "Gilt-edged".

Dominion: de Luxe.

Avon: "HM".

John Bull: "Heavy".

Davies: "Passenger".

Firestone: "de Luxe"; "Safety Lock"; "Super Balloon".

Pirelli: "Airflex".

Goodyear: "de Luxe All Weather"; "de Luxe Rib"; "Eagle All Weather"; "Super Cushion Rib"; "Super Cushion All Weather".

Dunlop: B5, Cushion; Fort B5; Fort C Type.

North British: "Airglide".

#### RETREADS AND REMOULDS

Any retread or remould by the original tyre manufacturer to the tread patterns listed above, and, in addition:—

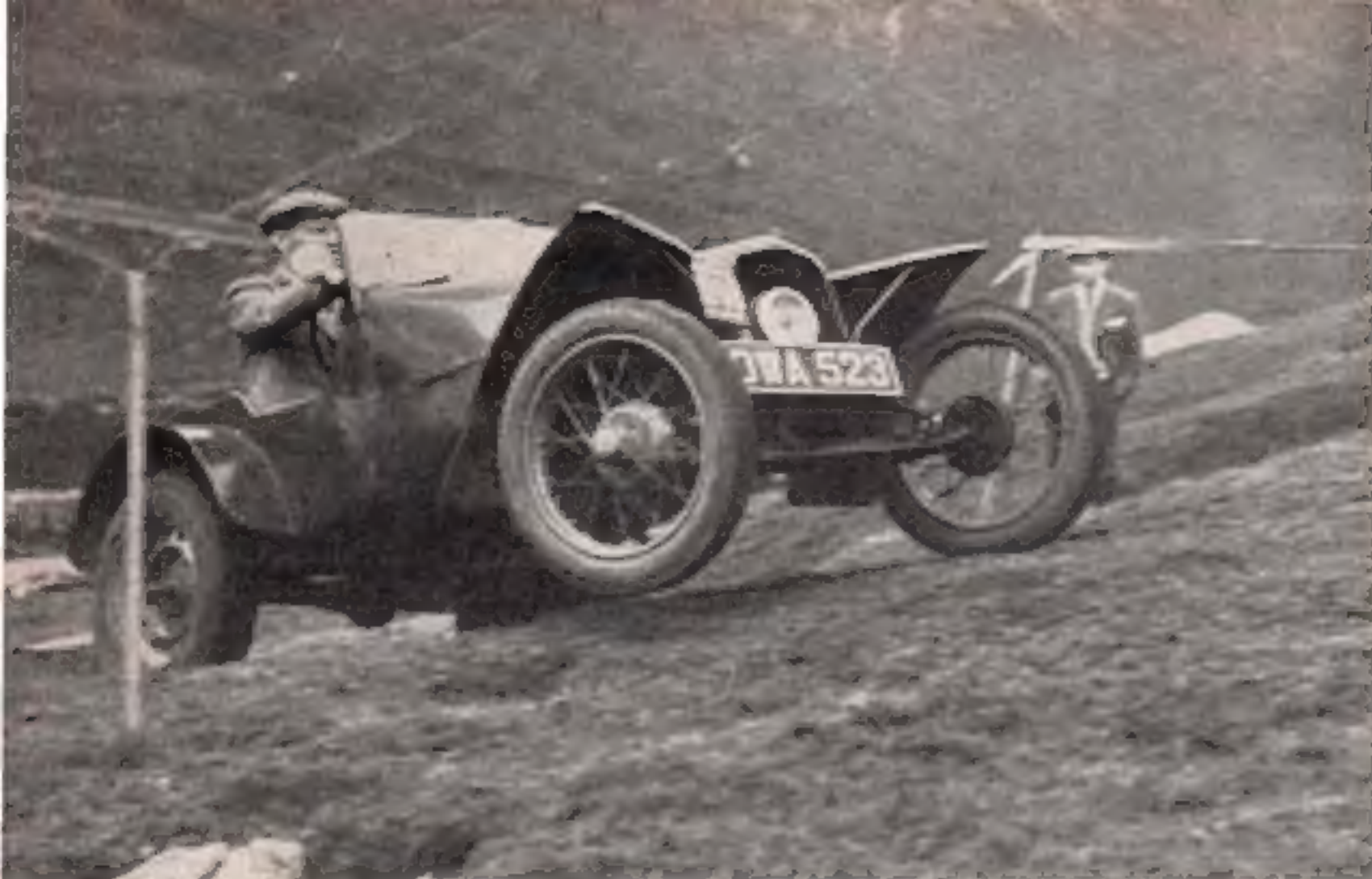
W. T. Matthews, Brentford: "Standard"; "Pyramid".

Reflex Tyre & Rubber Co., Maidenhead: "Standard".

Manufacturers are being urged to submit samples as soon as possible and it is hoped to issue an additional list in the near future.

The R.A.C. have considered the over-sizes recommended for the wheels as fitted to Dellow cars and have ruled that the maximum section permitted is 5.50.





AUTOSPORT, DECEMBER 19, 1952

*NORTHERN HOPE: Cuth Harrison in Harford III.*

Chandler and his supercharged Chandler have shown superb form, and AUTOSPORT is inclined to place him as first choice amongst the Southern folk.

The claims of Ron Faulkner, Rex Chappell, Alan Day and E. A. Jauncey cannot be dismissed. Another driver who may spring a surprise is Mike Lawson, who, with Lotus IV, has hit first-rate form during the past few weeks. Nevertheless, trials being what they are, the winner could come from *any* driver on the list.

## THE R.A.C. TRIALS CHAMPIONSHIP

27 Drivers from England, Scotland, Northern Ireland and Eire  
Take Part in Tomorrow's "Blue Riband" of the Trials World

ON 20th December, 27 competitors will take part in the fourth annual R.A.C. Trials Championship. There are 13 entrants from the South of England, nine from the North, two each from Scotland and Northern Ireland, and one from Eire.

Only one previous winner is in the list, Wally Waring, last year's champion. The 1948, 1949 and 1950 events were won by Ken Wharton, who has retired from active participation in trials.

Numerically the South of England is much stronger than the "North", which was far from being the case a year or two ago, when the men from above the "Coventry Line" carried all before them in the main mud-plugging events. However, the 1952 event is on Northern territory, and the home-based entrants may feel that they have a slightly better knowledge of Yorkshire mud than have their rivals.

### Who Will Win?

The destiny of the Championship Trophy is difficult to prophesy. All entrants are top-line trials drivers, and any one of the English mud-pluggers is perfectly capable of carrying it off. Without decrying the chances of the Scottish and Irish drivers, it cannot be denied that they have nothing like the experience of this highly specialized sport as compared with the Englishman. However, it will be interesting to watch the progress of Todd and Murray, who have established a great repu-



*LE TOUT: (Left) Reg Phillips, another Northern contender.*

★

*SOUTHERN FAVOURITE: (Below) E. J. Chandler and his Chandler.*

tation for themselves across the Irish Sea.

Amongst the Northern favourites must be included Cuth Harrison and his efficient little Harford. The ex-E.R.A. racing driver, on his day, is probably the best all-round trials man in the country, and with a little luck may finish on top. His son Edward is also a doughty performer, as are the two remaining "West Riders", Gordon Mosby and Maurice Wilde. Mosby can always be relied upon for a sparkling performance on his native heath. Reg Phillips, too, can always be relied on to be thereabouts.

Wally Waring and Tony Rumfitt, as 1952 champion and runner-up, must be regarded as strong favourites. However, in recent events, E. J.







**CHAMP:** Wally Waring, present title-holder.

#### Scotland

Jack Wilson (1,220 Austin); Peter Goodall (1,172 Dellow).

★

#### Northern Ireland

Wilbur Todd (1,220 Todd); R. C. McKinney (1,172 Dellow).

#### Eire

Kevin Murray (1,240 M.M.II).

**ULSTER:** (Below) Wilbur Todd and his Austin-powered Spl.

All observed sections are near Gandale Camp, Catterick, and the R.A.C. has arranged signposting to the start, from Catterick, Leyburn and Richmond. There are ample facilities for spectating, but on-lookers are asked to put their cars in the appointed spectators' car parks.

Hills will be marked on the penalty basis. Drivers who get all four wheels of their cars past the Observed Section Ends signs, will have no penalty marks. The last-named will be marked on the basis of how far up each section drivers manage to get their cars.

#### Colour Code

Competitors are arranged in three groups of nine drivers. Each will be identified by a colour code of blue, yellow and red. Starting order will be balloted, but the order in which drivers tackle the hills will be changed throughout the event.

Results will be announced on Saturday evening, and at the British Trials Drivers' Association's annual dinner-dance at the Scotch Corner Hotel, Catterick, it will be possible to announce the winner and positions of entrants for the B.T.D.A. Trials Star competition.

### TRIALS CHAMPIONSHIP

#### THE ENTRY

##### South of England

Jim Appleton (1,172 Appleton); E. J. Chandler (1,172 Chandler S); Rex Chappell (1,190 Cotton); Alan Day (1,172 Spence VI); Ron Faulkner (1,190 Paul); E. A. Jauncey (1,172 Otter); Mike Lawson (1,172 Lotus); L. D. L. Lewis (1,172 Ford); Dave Price (1,172 Price D); Tony Rumbitt (1,190 Cotton II); H. Sinclair-Sweeney (1,442 Jacquie); C. M. Seward (1,099 Freakin); Wally Waring (1,190 W.H.W. Dellow S).

##### North of England

Tony Aldred (1,172 Ford); Cyril Corbishley (1,442 C.C.S.); Edward Harrison (1,172 Harford I); Cuth Harrison (1,172 Harford III); F. Harrison (1,172 F.H.2); Gordon Mosby (1,172 Ford S); Reg Phillips (1,172 Le Tout); Edgar Wadsworth (1,172 Ford); Maurice Wilde (1,172 Ford S).



**SCOTLAND:** (Right) Peter Goodall — a Dellow entrant.

★

**EIRE:** (Below) Kevin Murray with his M.M.II.







## BETTER HANDICAPPING

The Importance of "Past Performance" in Assessing a Fair Handicap, and the Drawbacks of a Bureau of Records

By

### THE EARL OF MARCH

**D**URING the past season I have been assisting the B.A.R.C. in the compilation of handicaps for their Goodwood Meetings and from the experience gained I would like to make some comments on the article, "Better Handicapping", by Mr. Barclay Inglis, which appeared in AUTOSPORT of 21st March, 1952.

Now there are endless theories on this subject, but theories of course are useless unless they work out in practice, a point which particularly applied to the first of Mr. Inglis's two main suggestions. He states that; "... The question of modifications is the bones of the matter ...", and adds that if entry forms asked for more details of modifications, the handicappers' job would become far easier. The B.A.R.C. entry form does in fact contain the following request: "Give details of any special tuning or modifications to the car since it was last raced". Surely this could hardly be a more searching question?

#### Only Six Declared

Nevertheless, in the Members' Meeting on 17th May, 1952, only six out of some 60 competitors made any declaration under this heading, and by no means all of these six exceeded their previous best times when the day came. No doubt a few felt their efforts to find more power since their last race could neither be classified as "special tuning" or "modifications", but it is reasonable to assume that most of the 34 cars which had also raced at the previous Members' Meeting had not been touched in the meantime. However, 25 of these 34 did

in fact improve quite considerably on their previous times.

Modifications, it seems therefore, although "part of" are by no means the "whole of" the bones of the matter, and, even when known to exist, are almost unassessable by the handicapper in terms of minutes and seconds.

I would suggest that of greater importance, and perhaps the vital factor to be considered when compiling handicaps, is past performance; though at the same time it must be remembered that there will never be a complete answer to the problem owing to the innumerable unforeseen incidents which can occur in any race and ruin any handicapper's assessments no matter how accurate. At the July Goodwood Members' Meeting when most of the cars competing had run there twice before in the season, three of the six races were won by one second or under, and the average time covering the first four cars in each race was seven seconds. On the other hand, at the September International Meeting, when little was known about more than half a dozen of the entries, the two handicap races provided nothing approaching close finishes.

Thus the greater the information of past results, the greater the likelihood of a good handicap, or in other words a close finish; but, as things stand at present, the only information available to organizing clubs is that obtained from the results of their own meetings.

It therefore seems essential that, if handicaps are to be improved, organizing clubs must have at hand detailed records of results from meetings throughout the country; for, although it is true that lap times on one circuit may have little bearing upon those elsewhere, comparisons become available between cars of similar type and performance; and such comparisons are invaluable and far better than no information at all.

#### Difficulties of a Records Bureau

This leads me directly to Mr. Inglis's second suggestion which was that a Central Bureau of Records should be set up. To my mind this is an admirable idea, although I rather doubt if it could be effectively put into operation. The disadvantages of such a scheme are that so many organizing clubs and their committee members are spread far and wide, rather than being situated in the London area; furthermore, committee members would not always be able to attend at times during the day when such an office would presumably be open.

Could not AUTOSPORT give a thought to this problem and consider the possibility of becoming the medium through which this necessary information could be circulated during the racing season? I would suggest some sort of a bulletin, similar in effect to that admirable weekly publication *Race Form* which supplies the horse-racing enthusiast with detailed results of the past week's racing, so that he has a record of all the season's form permanently at hand. Such a publication, as well as requiring efficient



co-operation from organizing clubs, would naturally be expensive, but I cannot help feeling that these clubs would give much for the wealth of vital information it would provide.

There are some, perhaps, who feel that all this talk about handicaps is rather a waste of time, as for too many people such races seem very secondary to Grands Prix and other important scratch events. Yet it is extremely short-sighted to under-estimate their importance to the Sport. At the present time, when operating costs and starting money in particular are soaring to unbelievable heights, the prospects of staging truly international scratch races in this country appear dis-

tinctly gloomy. An answer, however, to this distressing problem of rising prices would be a substantial increase in the number of regular attenders by converting the many, so far, merely interested onlookers, into real enthusiasts, so that they may build up the essential hard core of spectators.

These newcomers to the Sport know little of the cars and drivers, but they enjoy the speed and are keen to see exciting racing. To them the word "handicap", as they have

been taught by horse racing, is synonymous with a close finish, and thus there could be nothing more calculated to turn these important people away from the Sport, during their impressionable stage, than poor handicaps. On the other hand, nothing would be more likely to set them upon the road to becoming real enthusiasts than thrilling finishes.

Thus, to my mind, the question of handicapping is one of tremendous importance; if therefore through the initiative of this paper a weekly "Motor Race Form" bulletin could be produced, AUTOSPORT would be carrying out yet another service of inestimable value to the Sport.

*PROBLEM: Externally identical sports-cars may vary widely in technical specifications, and it is the handicapper's task to strike a fair balance between them.*



## A REALLY CHEAP SMALL CAR

Comment by "Crown Wheel" and "Pinion" on John Bolster's Article

FOLLOWING on our previous letter and in view of the interest aroused in the subject of "The Really Cheap Small Car" which has now culminated in the article by John Bolster, we should now like to comment on this at some length.

We will agree with him that taxation and insurance are both important points to bear in mind when designing a completely new car of this type, but we feel that the great argument against three-wheelers is that most rally and other sporting regulations exclude the three-wheeler vehicle, and whilst we are not primarily interested in a sporting vehicle, we feel that the owner

should have the chance to enter if he wishes.

We believe that John Bolster's estimates of m.p.g. are optimistic in view of the fact that a standard motor-cycle of 350 c.c. will do 80 m.p.g., but only under reasonable conditions—mine does about 60 m.p.g. anyway—and the weight of a car body and passengers would place this figure beyond the realms of practicability.

The price of a vertical air-cooled motor-cycle engine is by no means as high as Bolster appears to think. For example, a 650 c.c. Triumph twin retails at £47, which indicates a trade price for bulk deliveries of

somewhere around £30, whilst on the other hand it costs £21 merely to exchange a Ford 10, and one has, of course, to supply an old engine. Both these prices mentioned are for the bare engine, less such accessories as ignition system and carburetter, etc. From these figures it would seem that a new Ford 10 would cost at least as much as, if not more than, a Triumph 650 when complete, and gives a lower specific power output.

The additional weight and cost of the radiator, etc., of a liquid cooling system must also count against the use of a liquid cooled engine.

Mr. Bolster is undoubtedly right

(Continued on page 809)





Technical and Otherwise

By JOHN BOLSTER

## P.A. COMMENTARY

AFTER almost every big motor-race the correspondence columns of AUTOSPORT and its contemporaries become filled with letters about the public address system and the commentators. Now, I would be the last person to interfere with the obvious pleasure that these letter writers obtain, but I do think that an intelligent examination of the problem would be helpful. I must make it clear, straight away, that I am only a fairly experienced commentator, and far from being the most senior practitioner of that art. Nevertheless, I do not think that the subject has yet been treated in a constructive manner, and so I propose to make a few remarks for what they are worth.

### Primary Objective Information, not Entertainment

First of all it is necessary to define the object of the P.A. system. It is certainly not to provide entertainment, for the cars and drivers do that. It is simply to give the public all the information available in a compact, clear form, and without monotony. This can only be done if the commentator has great motor-racing experience, and is ready to work extremely hard in preparing his material for each assignment. It is vital to learn the whole programme, and all the numbers, off by heart, for instance, though where there is a long list of short races that may be all but impossible. Attendance at the practising is also indispensable, as is the study of cars and drivers in the paddock. If the commentator appears to have an easy, unforced style, that is because he has put in much labour beforehand, and cannot therefore be caught on the wrong foot.

The man cannot send out accurate, up-to-the-minute news if the organizing club does not run an efficient information service for him. Before the race, starting grids, non-starters (with reasons), and changes of driver, should be on hand in plenty of time. During the event, if it is of more than a few laps, official positions should be given regularly to supplement the com-

mentator's own lap scoring chart, and any relevant lap times, to confirm his stop watches. Reasons for retirement ought to come up quickly, too. Immediately after the finish, the official result and speed should be produced. Some clubs provide virtually no information, and others take too long to relay it, but although the better organizations go far towards coping with the task, absolute success in all departments has yet to be achieved.

Having arranged for the commentator, or team of commentators, to get all the news quickly, another problem has to be faced, and it can only be solved by the spectators. On the average circuit, the people "out in the country", or on the back leg, feel somewhat cut off from the life and bustle of the starting area. It is thus essential for the scene to be briefly described. I have heard people, in grandstand seats, moaning because the loudspeakers appeared to give out details that were absurdly obvious to them. That is sheer selfishness, of the "blow you, Jack, I'm all right" school, and a little tolerance and imagination is all that is really

required. The same applies to the announcer at the back of the course, who must describe incidents that bore the neighbouring customers, for the benefit of the chaps near the start.

### No False Drama

A commentator should never try to "hop up" a dreary race by bogus excitement, and if the cars are slow or the drivers unenterprising, he should not attempt to hide the fact. On the other hand, he ought certainly to "go to town" if thrills abound, for it gives spectators a severe let-down if the voice from the P.A. does not reflect the tempo of the struggle.

Some people think that a race should be allowed to speak for itself, with no commentary during the actual event. I have had a great deal of correspondence from spectators, and I am certain that this is not the general view. The bulk of writers say that they want to concentrate on the motoring, and leave the announcer to do their lap-scoring for them. Even during a five-lap sprint most people forget to count and they also want a fairly continuous race-reading, so that they can sort out the place men from cars that are being lapped.

More serious is the complaint that some teams of announcers use the P.A. for what almost amounts to private conversations with each other. Unfortunately, some liaison is essential, and the fault arises because the organizers have failed to provide a separate "inter-com." telephone. At temporary courses, one must expect to work with improvised arrangements, but the owners of permanent tracks would find that such an installation was worth the trifling cost. The system is found all too rarely, and so "internal" messages have to go over the P.A. microphone.

A great deal of irritation has been caused by those speakers who cannot avoid making facetious, or would-be humorous, remarks. I think that a light and friendly style should be cultivated, but if overdone it can be



deadly. When I first started P.A. work, I was encouraged to use a wisecracking approach. Although I got a good "Press" for it, I soon toned down that aspect, for I felt that it would eventually pall. Occasionally I have been asked to revert to that method, but I shall never do so. My ideal now is to put across the information as clearly and concisely as possible, and then switch off until I again have something to say.

A commentator who really does his job probably works far harder than any other official at a race meeting. The sheer nervous strain entailed in unerringly picking out the cars and drivers, with never a moment

to refer to a programme, is very great. He will probably finish his day's work in a state bordering on exhaustion. Let us admit that there are lazy men who do not work hard enough at their preparation, and other people have attempted the task without first knowing motor-racing inside out. Generally, however, this highly skilled occupation is adequately performed.

A good commentary demands the efficient collaboration of three elements. These are the race organizers, the commentator himself and his audience. If these all pull together, a valuable service will be maintained, and nobody need ask his neighbour, "what's going on?"

## A SHORT ROAD TEST OF THE A.C. PETITE

**A Lively Three-Wheeler with  
over 60 M.P.G. Fuel Consumption**

**I**N my recent article on the Motorcycle Show at Earls Court, I described the new A.C. Petite, and so I shall not repeat the full specification. Briefly, the 346 c.c. single-cylinder fan-cooled engine drives a Burman clutch and gearbox by triple vee-belts. From there the transmission is by a short chain to a differential, and two universally jointed shafts transmit the power to the independently sprung rear wheels. The engine, gearbox and differential are on a sub-frame, which is suspended by rubber at three points.

This collection of machinery lives in the tail of a three-wheeled car, the single front wheel and the two rear wheels all being on trailing arms, with helical springs and telescopic dampers. The aluminium-panelled 2/3-seater coupé body is integral with, and reinforces, the box-section cruciform-braced frame. A surprising feature is the very large 12-volt battery, which fairly whirls the little engine round when the starter switch is pressed.

From the driving seat, the all-round visibility is extremely good. One is at once struck by the very light steering, and driving could scarcely be simpler. An upward flick of the steering-column gear lever engages the next higher gear, and a downward motion selects a lower "cog". The ratios are 6.01, 11.12 and 23.25 to 1, and there is a reverse gear. A light glows on the dash when neutral has been found.

The A.C. is remarkably quiet and smooth, while the flat-topped piston Villiers engine will pick up steadily from 10 m.p.h. in top gear. The maximum speed is 40 m.p.h., with an ultimate 45 m.p.h. under very favourable conditions; 25 m.p.h. can



be attained on second gear. As the body is quite luxuriously appointed, it is not surprising that the total weight is 7½ cwt. Naturally, this limits the acceleration with only 8 l.b.h.p. available.

The suspension is softer than that of most small cars, and irons out bad bumps and pot-holes in a remarkable manner. The rearward positioning of the engine evidently gives an advantageous weight distribution for this kind of chassis, since the stability is first class. Only the rear wheels have brakes, but as they carry the greater proportion of the load, the stopping distance is not noticeably longer than that of a four-wheel braked car. There is no spare wheel.

It is easy to get in and out of the large doors, and there is plenty of parcel space, which, with the light

handling and easy parking, makes this an ideal shopping car for ladies. Although many people will regard so small a vehicle as a second string, its silence and comfort ensure that quite long journeys can be undertaken without strain. I imagine that it would run particularly pleasantly in the summer with the roll-type roof fully opened.

There is a great demand today for more economical cars, and with a fuel consumption of 60 to 70 m.p.g. the A.C. Petite certainly satisfies this. While accepting a moderate performance, the makers have insisted on retaining all the other amenities of a large car, and the result is a charming and useful little machine. The price is £255, to which, unfortunately, £143 3s. 4d P.T. must be added.

J V B





AUTOSPORT, DECEMBER 19, 1952

*BEST: Winner J. Lumley (Ford Special) on the icy slopes of Mill Close 1*

that day a little too wet and muddy, particularly up in Section 12, for any hopes of a clean climb. However, Corbishley and Lumley both made valiant attempts, each getting up to Section 11.

Ghost Quarry was icebound, and only one competitor succeeded in surmounting the ridge on Section 3. J. Lumley, driving Gordon Mosby's Ford Special, climbed the entire hill in a most leisurely manner, a marvellous performance which probably won him the day.

That long, wet, grass climb, Parson's Precipice, was at its very stickiest. It could be climbed, but only at a set throttle, letting the car just tick its way up without stalling. "Cleans" here were managed by Coates, Lumley and Alldred, with near misses by Edward Harrison and Mrs. M. Wilde.

Mill Close was divided into four separate short climbs, all difficult, and

## A WINTRY NORTH MIDLAND TRIAL

### J. Lumley Wins a Grand Event, Marred by Adverse Weather Conditions

Fog and ice were the order of the day on Sunday, 7th December, when 21 competitors gathered at the Devonshire Arms Hotel, Baslow, for the start of the North Midland M.C.'s Sporting Trial.

Conditions were such that observed sections normally tough were made utterly impossible, and others so difficult that no clean score sheets resulted, the event being won entirely on the hills.

The first hill was Lover's Leap, and hardly had the first car arrived than three terrific detonations heralded local blasting, which sent one and all scurrying for cover. This over, it was quickly observed that conditions in the section were going to make things extremely difficult. The water splash before the observed section was much deeper, and the water was running faster than usual. Not only that, but it was rusty, rain was pouring down, and the hill itself was icebound.

First up was Mike Beardshaw, who, with foot hard down and proceeding in one long slide, rushed the lower slopes and, to the amazement of all, shot over the one in one summit with the car at least four feet in the air. Mike landed on all four wheels, minus a sump plug. In all a most terrifying spectacle, and the section was quite correctly deemed dangerous and the finish altered to a lesser gradient. Few competitors climbed clean here, exceptions being Coates, Lumley, Jenkins and Corbishley.

Hanging Flats, always a star hill, was

*NEXT BEST: (Above) N. H. Coates's front wheels assume an acuter angle than usual on Mill Close 2.*

*NO GO: (Right) Tony Alldred spins to a standstill after a gallant try at Mill Close 4.*





rendered even more so by ice and mud. They were situated in a quarry, the terrain of which was such that spectators spent more time involuntarily on their seats than on their feet. On one occasion your reporter, attempting a spectacular picture of Mrs. Buntly Wilde climbing an icebound slope at speed, lost his footing and ricocheted down the hill, on wet posterior, to meet her. A near impact was greeted with cries of "Oh, Frankie!" from an astonished lady driver, and a fine photograph of leaden skies resulted!

On these sections, some of which were completely unclimbable, a fine afternoon's sport was witnessed by quite a large crowd of hardy spectators. Some very valiant attempts were made by "Bull at the Gate" Phillips, who was highest in Section 3, and by N. H. Coates on Section 4. Other good efforts were made by Cyril Corbishley, E. Harrison, Beardshaw, Aldred and Wadsworth.

Heartiest congratulations are due to the organizers, and to Cuth Harrison and Maurice Wilde, both of whom gave up their cars to others on this occasion! Indeed, if the whole trial could bring any adverse remark, it could only be of the weather, and since profanity is barred, let's leave it at that!

FRANCIS PENN

#### OFFICIAL RESULTS

**Best Performers:** J. Lumley (Ford Spl), 14 marks lost; 2, N. H. Coates, 21; 3, E. Harrison, 28.

**Souvenir Awards:** C. Corbishley, M. Beardshaw, T. Aldred, E. Wadsworth.

**Team Prizes:** North Midlanders: J. Lumley, E. Harrison, Mrs. M. Wilde.

#### SHEFFIELD AND HALLAMSHIRE CHRISTMAS TRIAL

TAKING its usual date, the Sunday before Christmas, the Sheffield and Hallamshire M.C.'s Christmas Trial is due to happen this week-end, 21st December, starting from the Peacock Hotel, Owlcr Bar, at 12 noon. It will be contested over a fully sporting course.

Following the Trial comes S. & H.'s Christmas Dinner and Party at the Devonshire Arms, Baslow, commencing at 6 p.m.

Three weeks later comes their Annual Dinner, to be held at the Grand Hotel, Sheffield, on 16th January. Tickets are 18s. 6d. each, from H. Myers, Windrush, Kerwin Road, Dore, Sheffield. Distinguished guests will include Raymond Baxter and Ian Appleyard.

#### CUMBERLAND S.C.C. DINNER DANCE

THE Annual Dinner/Dance of the Cumberland Sporting Car Club took place at the Royal Oak, Keswick, on Thursday, 11th December, and about 120 members and friends sat down to dinner, with the guests of honour, Mr. and Mrs. David Scott-Moncrieff. After short speeches by the President—Philip Rambaut—David Scott-Moncrieff and Competition Secretary David Smail, Averil Scott-Moncrieff presented the Trophies and awards.

The only event of the evening on wheels was a tricycle "wobble-wobble", won by G. W. Clark. Jack Reece gave a short one-man show on the financial side of undertaking and his inimitable portrayal of the man wearing an ill-fitting suit.

## PAN-AMERICAN POSTSCRIPT

### The Moral of Thorough Preparation



THE far-famed reputation of Mercedes-Benz for meticulous preparation and methodical race planning gained one more fillip with their 1-2 victory in the Pan-American Road Race in Mexico. It cannot be said, however, that a Mercedes win was a certainty before the race—far from it, for the Ferraris, three of them the new "Mexico" models with over a litre's advantage on the 300 SLs, were expected to make the pace, while the remarkable speed of the ultra-light 2.3-litre Gordons was a further potential stumbling block.

As it turned out, one Gordon went out before the race was barely under way, and the second, after winning the first stage, was eliminated by a startling crash; then Ascani's Ferrari, strongest challenger with Villorosi's sister car went out in a crash, and Villorosi himself, following early delays with ignition troubles, won stages 2, 3 and 4, then dropped out with transmission malaises. That left the struggle between the valiant Giovanni Bracco in a 2.7-litre Ferrari and the Merces *en masse*.

Kling had finished third at each of the first three stages; and by stage 4 lay second to Bracco in race order, with Lang and Fitch in the other Mercedes cars ever in the background. Team manager Herr Neubauer followed the race stage by stage with an aeroplane, and kept his team as close together as persistent tyre trouble, particularly on Kling's and Fitch's cars, would permit.

Bracco kept his lead until stage 7, and was holding a margin of seven minutes over Kling when his transmission gave up the ghost, presenting the race on a plate to Mercedes. It was careful planning and control which gained the victory, but also luck, as in any and every motor race. No one can credit Neubauer with such prescience as to know the Ferraris would fail, but his policy of "wait and see", and in letting his opponents make the pace, then crack up, brought a sweeping 1-2 success which is having a profound effect in North and South America. It is the same policy of thoroughness which has gained the Unterturkheim marque innumerable other race victories through the years. Nothing was left to chance, conditions of the course were studied in detail, race planning was in progress a month beforehand, and depots with expert mechanics in attendance were established along the entire route. The Germans, in short, have again lived up to their reputation.

Let's fears of an impending German superiority in 1954 Formula races may arise, it should be borne in mind that Mercedes-Benz have no Nazi propaganda motives, nor substantial Nazi finance behind them this time, they are in the position solely of a far-sighted

commercial concern out for markets; the same motive which actuates other manufacturer contenders such as Alfa Romeo or Ferrari. Such money as they pour into their competition departments is sanctioned only in anticipation of a bigger return in world sales. Their expected participation in G.P. racing will raise the odds against smaller concerns such as Gordini, and the several gallant British concerns who build and race cars under the handicap of limited finance and lack of official encouragement.

It is reported that the Mercedes victory at Le Mans resulted in an order of 300 cars in New York alone; their latest victory cannot fail to have equal effects on sales—and every Mercedes-Benz sold abroad means one less potential British sale. It is a hard fact that money—and a sufficiency of money alone—can ensure racing success, and when effects of success are so far-reaching, a bigger British effort becomes more and more essential.

The organization of the Pan-American race itself was as remarkable as that of the winning *équipe*. Competitors were sent off slickly and punctually at every control, while the information service was unsurpassed. Throughout Mexico radio stations gave out the race positions of every runner at regular half-hourly intervals; enormous crowds gathered at every stage, and innumerable cars followed in the wake of the competitors. The finishing point of the race, Ciudad Juarez, was inundated by thousands of visitors from El Paso, U.S. town across the border, and from all over Mexico. There is no doubt that the *Carrera Pan Americana* has become the major Mexican sporting event of the year.

Major sensation of the Touring-Car category was the speed and reliability of the new Lincolns, which filled first four places. These were carefully prepared by Clay Smith, who also prepared Troy Ruttman's Indianapolis winning car this year. He was co-driver in the winning car with Chuck Stevenson, whose average of over 90 m.p.h. betters Piero Taruffi's winning speed last year of 88.2 m.p.h.

Taruffi himself did not drive in the Ferrari team after all, this year, but took over an Oldsmobile entry in which he finished 11th after troubles in the early stages of the race.

The Lancia Aurelias put up an impressive show, for although Felice Bonetto went out early on, when a deflating tyre caused him to slide outwards on a turn, into a ditch, Maghol's fourth place with a 2-litre car was a fine demonstration. The supercharging of the engines ensured maximum power at all altitudes, a vital factor in a race of this kind.

Mercedes-Benz are already making arrangements to participate in the 1953 race, when, Neubauer states, the tyre troubles which afflicted the cars this year will have been remedied, and other problems encountered set right. Ferrari will hardly be expected to allow his failure this year to pass without a further attempt at reinstatement; one can but hope that the Continental marques will meet substantial British opposition in 1953.





*H.R.H. the Duke of Edinburgh and Earl Howe listen attentively to Stirling Moss as he delivers his short speech after receiving the B.R.D.C. Gold Star for 1952*



*A spectacular fireworks display outside the Festival Hall represented the badge of the B.R.D.C., with the figures 1927, 1952*

## THE B.R.D.C. SILVER JUBILEE

**The British Racing Drivers' Club Celebrates its 25th Anniversary with a Spectacular Banquet and Ball at the Royal Festival Hall, Honoured by the Presence of H.R.H. the Duke of Edinburgh**

ON Friday, 12th December, the Royal Festival Hall, London, was the scene of the Silver Jubilee Banquet and Ball of the British Racing Drivers' Club. This great occasion was made even more memorable by the presence of H.R.H. the Duke of Edinburgh, President-in-Chief of the Club.

The foyer of the Festival Hall was transformed for the occasion; large-size replicas of the B.R.D.C. Gold Stars were placed at strategic points, International motor racing flags were suspended from ceilings and a profusion of flowers was used for decoration.

During dinner, music was supplied by the orchestra of the Coldstream Guards; the stirring notes of the 2nd Battalion Scots Guards pipers were also heard. As befitting the dignity

of the occasion, fanfares were sounded at intervals by trumpeters of the Coldstream Guards.

After H.R.H. the Duke of Edinburgh had given the loyal toast, "The Club" was proposed by Comte Hadelin de Liedekerke-Beaufort, President of the Automobile Club of France, who spoke in excellent English. The President-in-Chief replied. His Royal Highness congratulated the B.R.D.C. on its achievements during its 25 years of life, and paid tribute to the prowess of its members. He also added that, whilst motor racing may not directly sell motor-cars, it did provide a valuable shop-window.

"The Guests" was proposed by Earl Howe, President of the B.R.D.C., who humorously remarked that his instructions were to

"buck up—and shut up!" His Lordship welcomed the several notabilities from abroad who were present. The response was by Mr. T. Blackburn, of London Express Newspapers, Ltd. During the course of a brief speech, Mr. Blackburn gave out the splendid news that the *Daily Express* had presented the B.R.D.C. with £5,000 for its funds. He congratulated the Club on its work in respect of Silverstone, and specifically mentioned the enterprise of Mr. Desmond Scannell, the Secretary.

Stirling Moss was then called to the top table to receive the Gold Star for 1952, from H.R.H. the Duke of Edinburgh. Moss, looking very self-possessed, made a telling little speech in which he said that he was fortunate to be able to gain

*(Continued on page 794)*

*(Below) Mr. and Mrs. David Brown and H.R.H. Prince Chula Chakrabongse of Thailand*



*(Below) Mr. Frank Allsopp and party and Mr. and Mrs. John Morgan*







(Above) Mr and Mrs Peter Stabberfield  
(Left) Reading from left to right Mr  
De mond Scannell Mr F E Clifford  
Comte de Liedekerke Beaulort, Lt Col  
A T Goldie Gardner Earl Howe  
Major Victor Boin and Major General  
F Graydon C S A F



Mr and Mrs Eric Brandon, Mr Peter Hurdon and Mr Peter  
Aslan



Mr H E Price Mr George Roesch, Mr, Harold Smets, Mr  
and Mrs F H Bacon and Miss Bacon



(Above) Mr John Newton, Mr and Mrs  
C Delaney and Mr B. E. Bradnack

(Left) Mr Charles Cooper the Hon Gerald  
Lascelles, Mr John Cooper and Mr G E  
Phillips are in this group



The B.R.D.C. Silver Jubilee—continued the honour, and that it might have been a very different result had Mike Hawthorn not had his accident at Modena.

After dinner the ballroom was cleared for dancing to superb music supplied by Edmundo Ros and his Rumba Band, and Van Straten and his Orchestra.

Then followed an all-star cabaret introduced by W. E. (Billy) Cotton, featuring Leslie Robert's Television Toppers, Agnette and Silvio, Jo, Jac and Joni, Peter Ustinov and Jimmy Edwards. It was a great pity that the P.A. arrangements supplied by the L.C.C. were not up to the usual motor-racing standard.

The Trade chipped in with many

gifts, and each guest was the recipient of a large box containing several interesting novelties.

During the early hours, nearly 1,000 bacon-and-egg "breakfasts" were served, and it was well after 3 a.m. before the last cars and taxis had rolled out of the big car-parks.

It was altogether an occasion which will not be readily forgotten by all who were fortunate enough to be present. The B.R.D.C. Entertainments Committee, comprising Dr. J. D. Benjafield, H. D. Parker, V. L. Seyd, R. L. Walkerley, W. M. Couper, J. L. Sableford and D. J. Scannell, can congratulate itself on successfully putting over one of the major social functions of British motoring sport.

Amongst the many notabilities present were: H R H Prince Chula Chakrabongse of Thailand, the Duke of Richmond and Gordon, Senor Ribeiro-Ferreira, Mynheer Van Haaren (Royal Dutch A.C.), Mr. Wilfrid Andrews (R.A.C.), Mr. A K Stevenson (R.S.A.C.), Mr. David Brown, Mr. W. Lyons, Lord Chesham, Mr. Humphrey Cook, Count Lurani, Signor F. Cortese, Lieut.-Col. "Goldie" Gardner, Major-General Goodfellow, the Hon. E. Greenall, the Hon. Gerald Lascelles, Baron P. S. T. Pirquet, Lord Selsdon, Sir Ronald Stewart, Mr. Whitney Straight, Sir B. Tangye, Major Victor Bom (Royal Belgian A.C.) and practically every British racing driver of note.

## A NOTABLE PUBLICATION

B.R.D.C. History from 1927 to 1952 in Silver Jubilee Book

THE British Racing Drivers' Club Silver Jubilee Book is a volume that will be much sought after by enthusiasts. Written, produced and illustrated by members, it gives the complete history of the B.R.D.C. from the time of its inception in 1927 up to the present day.

Its 215 pages contain many interesting tales, facts and figures, and the contributors read like a list of Who's Who in British motor racing. The photographs, of which there are many, include first-class action studies, from Brooklands days to modern Silverstone events, together with a varied selection of the leading races in this country and abroad during the past 25 years.

Much has happened since Dr. J. D. Benjafield gave those early dinners which led to the formation of the Club. First race organized by the B.R.D.C. was the "500 Miles", at Brooklands on 12th October, 1929. The organization became the British Racing Drivers' Club, Ltd., on 23rd July, 1931, the official subscribers being Lord Howe, Malcolm Campbell, Dr J D Benjafield, Woolf Barnato, Lord March, Humphrey Cook and C. G. Coe. Not long afterwards H R H the Duke of Kent consented to become President-in-Chief—the first time a Royal Duke had taken a personal interest in motoring sport. Harry Edwards, who had been connected with the Club since its early days, resigned the secretaryship in 1936 to take over duties with the Road Racing Club to organize events at Crystal

Palace. Desmond Scannell was then appointed Secretary, an office which he has held ever since.

The B.R.D.C. can rightly be described as an exclusive organization, and full membership is granted only to those, who, in the view of the Committee, fully qualify as racing motorists.

Gold Stars were introduced for the 1929 season, and the first drivers to be given awards of merit were Sir Henry Segrave and Capt. Malcolm Campbell (record-breaking), and S. C. H. Davis (road-racing). Bira was formerly the only member to be awarded a Gold Star three years in succession (1936, 1937 and 1938), but this achievement has just been equalled by Stirling Moss (1950, 1951 and 1952). Notable drivers who also gained Gold Stars were Sir Henry Birkin, Kaye Don, Woolf Barnato, Brian Lewis, Norman Black, G. E. T. Eyston, R. T. Horton, Lord Howe, E R Hall, F W. Dixon, C. J. P. Dodson, John Cobb, Oliver Bertram, T. E. Rose-Richards, E. W. W. Pacey, A. T. "Goldie" Gardner, Dick Seaman, Ian Connell, Johnny Wakefield, Reg Parnell, Peter Whitehead and Bob Gerard.

Only 2,500 copies of this most interesting book have been printed, and are available to members and friends at 64s. post free, beautifully bound, with green leather backing. Application for numbered copies should be made to B.R.D.C., c/o George Falkner & Sons, Ltd., The Trafford Press, Empress Street, Manchester.

## GETTING READY

FROM Italy comes news of the latest 2½-litre Ferrari which has recently been tested by Mike Hawthorn at Modena—the only driver so far to carry out official tests. This machine, apart from an entirely new exhaust system (not stubs), is very similar in appearance to the F2 car, but is, of course, very much faster. Enzo Ferrari is confident that it will prove to be even quicker than the V-12 F1, 4½-litre car. Hawthorn will definitely drive one of the 2½-litre cars in the *Formule Libre* races in South America.

Hans Stuck is also at Modena, trying out Rudi Fischer's Ferrari F2 car which he and Rudolf Schoeller have acquired from Ecurie Espadon. Stuck did a best lap of 1 min. 15 secs., and handed over to Hawthorn, who turned in 1 min. 9 secs.!

Stuck intends to install one of the new Maserati "six" motors in his AFM chassis for 1953 F2 racing.

HANS TANNER

## WEST COUNTRY RACING

THE Davidstow Joint Racing Committee, on which are represented the Plymouth M.C. and the Cornwall Vintage C.C., announce that provisional dates for race meetings at Davidstow airfield, North Cornwall, are Whit, Monday and 1st August, 1953. In addition to the usual sports-car classes, there will be F3 and special Jaguar XK 120 events. Potential competitors are asked to communicate as soon as possible with L. B. Fredman, 91 Efford Road, Higher Compton, Plymouth, in order that some advance indication of the likely amount of support these classes will receive, can be determined.





## PROVING IT PROPERLY

The New Humber Super Snipe is in the Headlines with a Remarkable  
15 Countries in 90 Hours Run and a New London-Cape Town Record

**I**N the old days, a non-stop run of, say, from London to Edinburgh was considered a fairly stiff test for a motor-car. Nowadays, manufacturers think in terms of major international rallies and trans-continental affairs to prove the reliability of their new models.

The 15 countries in five days run by Stirling Moss, Leslie Johnson, John Cutts and David Humphrey, in the new 4-litre, o.h.v. Humber Super Snipe, was thought to be most ambitious. Confident as were the crew of achieving this, winter conditions of ice and snow made many people believe that the Rootes Group had perhaps bitten off a little more than it could chew. Moss and Co. confounded everyone, not only by doing precisely what they had set out to do, but taking nearly a whole day off their schedule.

Their 3,280 miles trip was accomplished in a minute under 90 hours—a fine tribute to the skill of the crew, and to the capabilities of the latest high-performance Humber.

In a speech at Devonshire House after the crew had returned to England, Leslie Johnson paid tribute to the organization, or "Rootes Umbrella" as he described it, without whose help the trip would have been most difficult to undertake. He also expressed wonder how Moss managed to keep the car on the road at speeds which, to the ordinary driver, would be absolutely impossible—on the slippery surfaces experienced. Johnson also remarked that it was not until well past the

half-distance mark that Cutts announced the intention to cut the original five days to four days!

During this performance, another similar car was being driven from London to Cape Town in an endeavour to lower the existing record of over 21 days for the trip, held by George Hinchliffe in a Hillman Minx. Hinchliffe, accompanied by R. Walshaw and C. Longman, smashed his own record by over eight days, doing the journey in 13 days, 9 hours, 6 minutes. As in the case of the "15 Countries" car, Hinchliffe and his crew, on at least one occasion, covered over 1,200 miles in 24 hours.

The crews of both these fine cars are to be congratulated on their really excellent performances, which augur well for the future of the latest Rootes product.

*THE CAR: A perfectly standard production Humber Super Snipe was used in both cases*



## PROVING IT F



**LUXEMBOURG:** (Above) The crew welcomed in the Principality by the popular secretary of the Duchy of Luxembourg A.C. Jean Pétain. (L to R) David Humphrey, Sir Hong Moss, Jean Pétain, John Cutts and Leslie Johnson.

**LONDON:** Leslie Johnson being congratulated by Sir William Rother at Devonshire House, after making a speech on behalf of the crew.



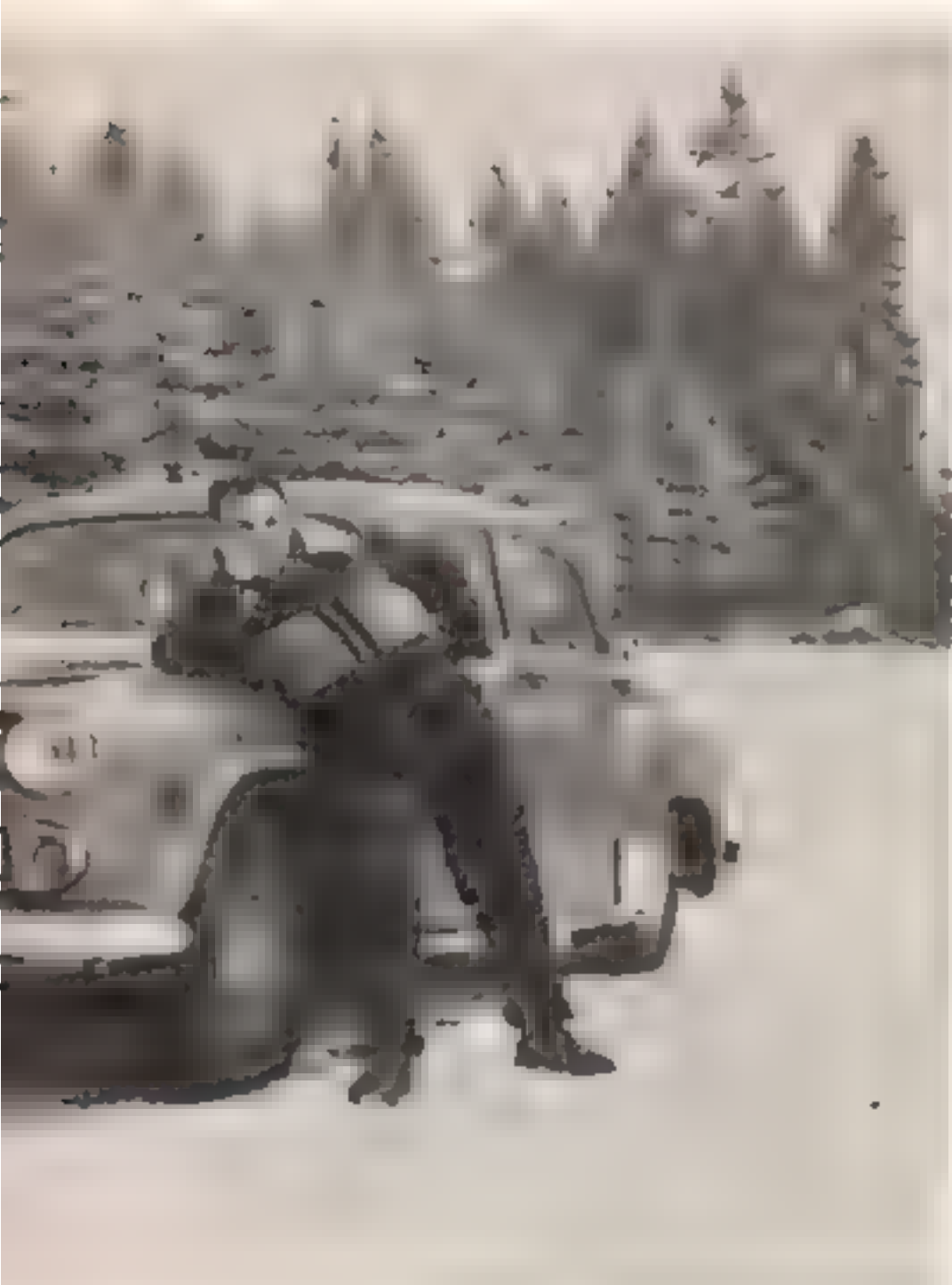
**COLD TODAY:** Moss poses for an "arty-crafty" photo.



*The London to Cape Town route taken by Hinchliffe and his crew.*



# PROPERLY—continued



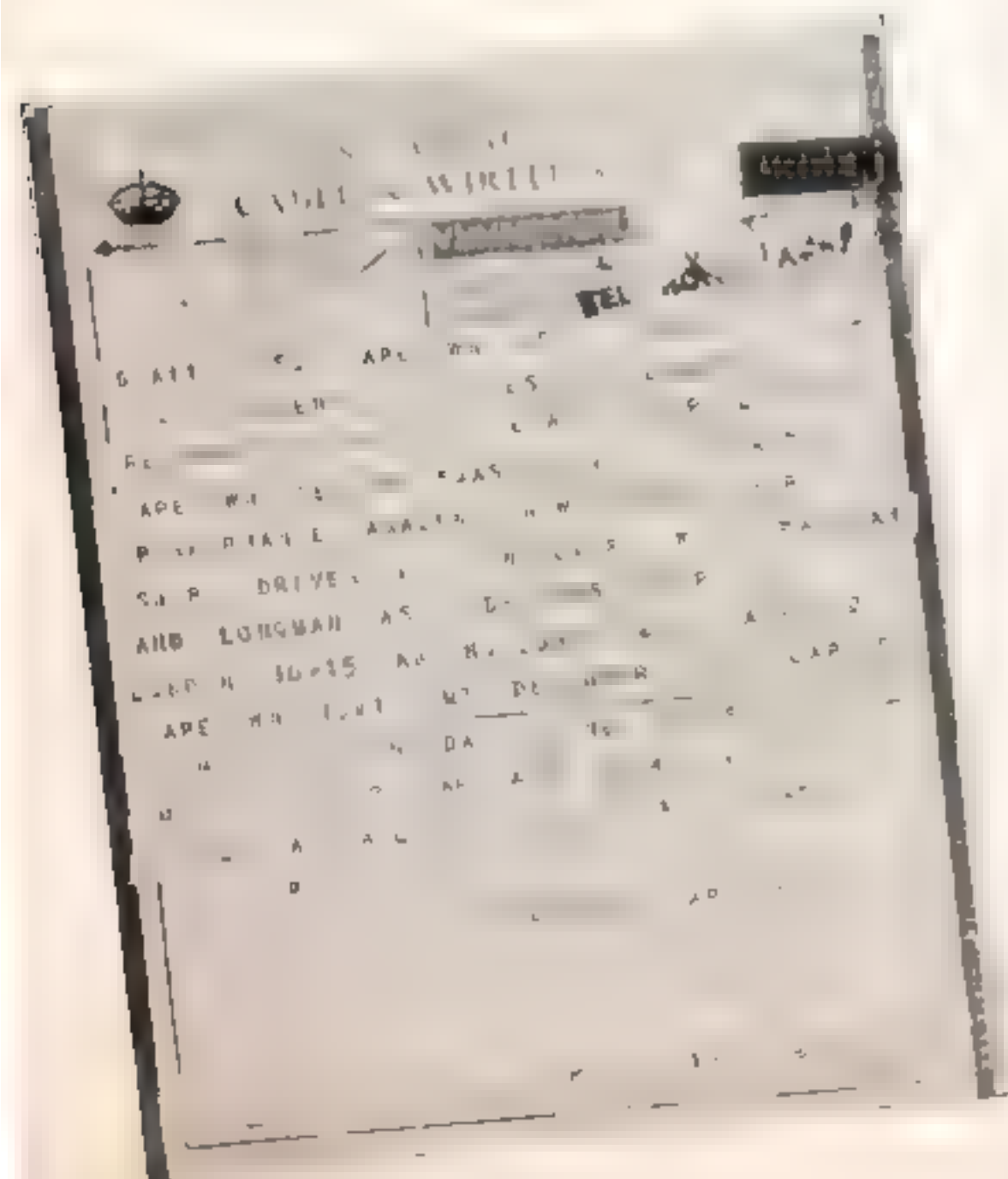
ure with the Super Snipe somewhere in Scandinavia



NOT NOW WE AREN'T: (Above) The crew arriving at the Portuguese-Spanish frontier town of Villar Formoso



ONE BEARD. (Above) George Hinchliffe and his co-drivers R. Walshaw and Charles Longman, being wished "Bon Voyage" by Mr. Lloyd-Dixon at Devonshire House, before the start of the London-Cape Town run  
THREE BEARDS: (Below) The crew, tired but happy at Cape Town after setting up a new record of 13 days, 9 hours, 6 minutes





# Correspondence

## Protests

REFERENCE your Editorial on Protests, the machinery laid down in G.C.R.s for dealing with protests enables them to be dealt with "on the spot", as requested in your Editorial (Rule No. 184-e), by an independent body, the Stewards of the Meeting, with the R.A.C. Steward (if any) acting as chairman.

The suggestion in the editorial was for "an" umpire and no right of appeal, whereas I consider the present system is fairer, since the protest is judged by several men who then arrive at their decision by voting (Rule No. 186), and there remains a right of appeal.

Your editorial infers that the organizers themselves adjudicate on the protests, but this is incorrect as a steward of the meeting must not be one of the organizers (Rule No. 149).

R. EMERSON TAVENER

BOURNEMOUTH

## A Really Cheap Small Car

DURING the past months I have been a regular reader of AUTOSPORT and I have noticed several articles and many letters concerning the rising need for a small vehicle.

Amongst the letters there have been several suggestions for cars: well, everybody has his or her own idea but I think that we should leave the designing to the sensible fellow that produces the car. However here are two points I would like to mention.

(a) Although I do not wish to run down three-wheelers most of us passed the tricycle stage a long time ago and I think that the car should be a car, not a half breed.

(b) The car should have an engine of between 740 and 750 c.c., not only because this is a convenient and economical size but one should also bear in mind its potential use in Gran Turismo class competitions. I believe it is the numerous successes of Continental makes that is prevailing on foreign sporting instincts and ruining our export market.

A new model of this type would have made an excellent Christmas present but we cannot expect that, so let's have it by the spring, Mr. Producer.

G. A. GRAHAM

CARLISLE

## Likes the Scottish News

MAY I say how pleasant it is to collect AUTOSPORT every week. I am now not the only one here to await its arrival with eagerness, as it has been one of the means of spreading the light amongst many of my fellow airmen, and in fact, I am well down in the queue to read it every week-end.

At home, in Edinburgh, where some of my friends manage to buy their own copies, the articles on the Scottish stables, racing, and in fact anything Scottish are very popular.

Please carry on with the good work, and include even the smaller bits of stable news, which are manna to we exiles up here.

L.A.C. RICHARD H. ROBERTSON

R.A.F. KINLOSS,  
MORAYSHIRE

We are delighted to receive letters intended for publication. Please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with readers' opinions, but subjects will not be excluded on these grounds.

## The "Gloucester"—Old and New

MANY readers will no doubt recall that particular "Gloucester" which started from the Spider's Web on the Watford By-Pass in 1936; also the breakfast call at the "Plough", Cheltenham, and the rest of a very enjoyable event, including Juniper, Middle Drag, Kington—I don't recall Breakheart that year—but anyway, a good day's fun was had by all. Yes, of course, it was the "Selling Plate" Gloucester, when the North-West London (now London Motor Club) inserted a clause in the regs. which I think compelled the recipient of a major award to offer his car for sale at the catalogue price. The idea was to preclude some of the "Works" teams from competing which, in fact, it succeeded in doing.

Now we don't really have happy events like that today. Every event seems to entail a fair amount of bickering and argument from someone or other regarding someone else's car or equipment or tyres or tight axle or else. And why? Not because competition itself is keener, but because there is the question of qualifying for the Championship or obtaining marks for the B.T.D.A. star. We have known some of our leading competitors become virtually physical wrecks by the end of the year with worry alone!

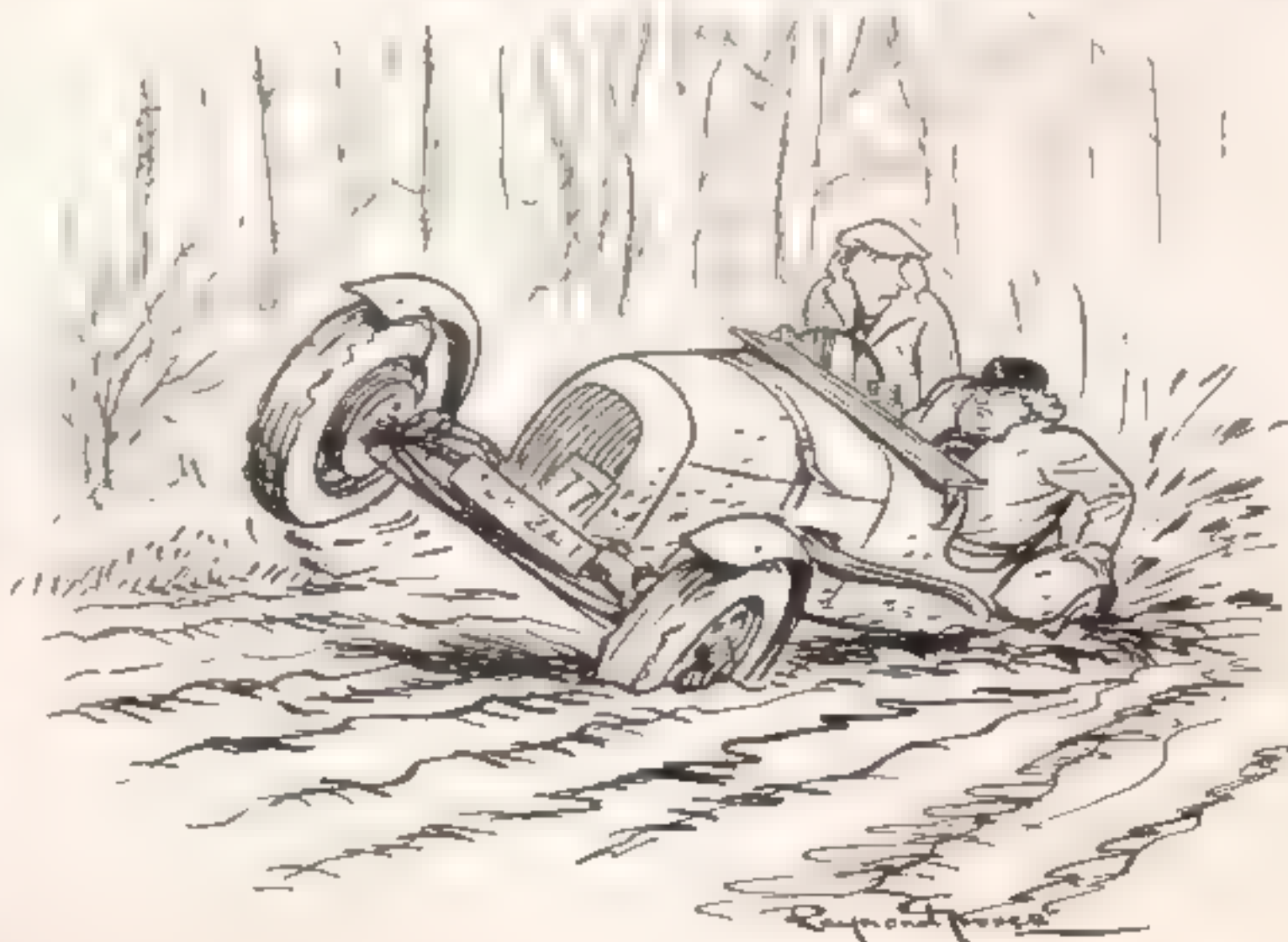
I would like to see two main changes in the sport to put matters right.

Firstly, cut out the B.T.D.A. "Star" and stop the present method of qualifying for the Championship. Nobody wants it.

Secondly, let's go back to long-distance trials like the "Gloucester" mentioned above for classic events. Let it start from like in two or three places, like London, Birmingham and Torquay, according to where the entries come from. It will stop the present-day circus events. Cars will have to be reliable and really roadworthy, run on ordinary pump fuel and have reasonable weather protection. Tight axles and the like would not work. In fact all the points we want will come back automatically without regulations and a lot of the troubles will disappear for similar reasons.

Some of the present entrants will not enter, I am told, I will admit that entries will suffer perhaps at first, but a new type of entrant will appear before very long—the man with only one car which he has to use on the road as well—and he cannot stand a chance against the present stripped-down devices running without dynamos, proper cooling, using Methanol and so on, to perform their little tricks.

We can still enjoy the "Half-Day Sporting" types of event

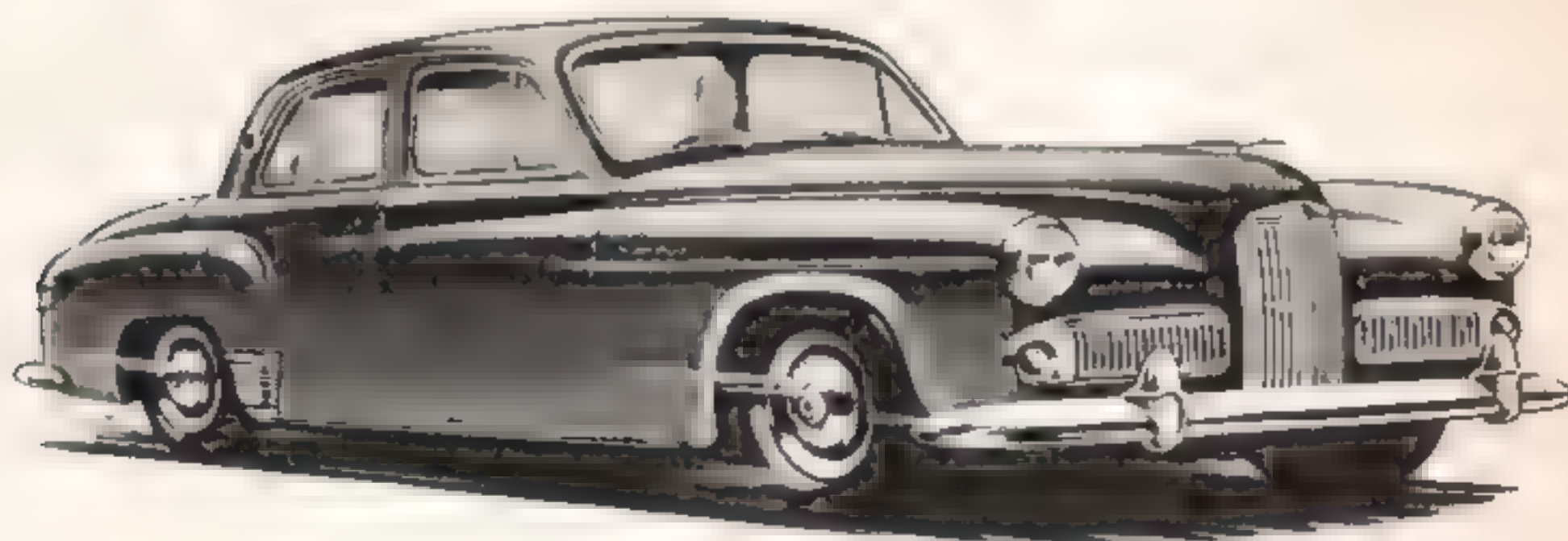




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# CHRISTMAS CUP TRIAL

All Sorts and Sizes in West Hants and Dorset

C.C. Event, won by W. A. Walters (M.G.)

The West Hants and Dorset Car Club can generally be relied upon to put on an event to suit all types of enthusiasts, and last Sunday's Christmas Cup was no exception. A good entry of 43 was received, and there were only a couple of non-starters. The weather held fine, and a wintry sun shone down from a cloudless sky. The morning frost soon thawed, and the afternoon observed sections dried out.

Promptly at 10.30 a.m. the first car left the starting point, the St. Leonards Hotel, near Ringwood, where a goodly gathering filled the capacious bar. A sign said "You name the drink—we have it" which seemed a promising start to the day!

The morning run consisted of a map reading route, with half a dozen check points, and competitors had to maintain an easy average speed. However, as some people's map reading appeared to be a little hazy, a certain amount of dicing was noticed in places. Your scribe observed the morning's affair from a rather cunning check point, named Carlisle Close, after the marshal in charge, and it was interesting to see how various people were faring. Some arrived at speed, in clouds of mud and water, leaping from their cars in breathless manner, to sign on. Others arrived leisurely, like Harry Jesty, winner of the closed class, and had time to chat with the marshals before signing on. Peter Cooper stopped some 100 yards from the check and studied his map, then arrived, announcing that he had plenty of time, only to find that his clock had stopped! He then departed much quicker than he had come. Arthur Mallock appeared to have a little difficulty in finding the correct approach, and his Ford 8 saloon was seen to be coming across the heath, in a series of leaps and bounds, finally arriving in a cloud of steam from the exhaust system. Guy Hole's 1925 Renault tourer appeared across the skyline, going at a tremendous pace, and overshot the

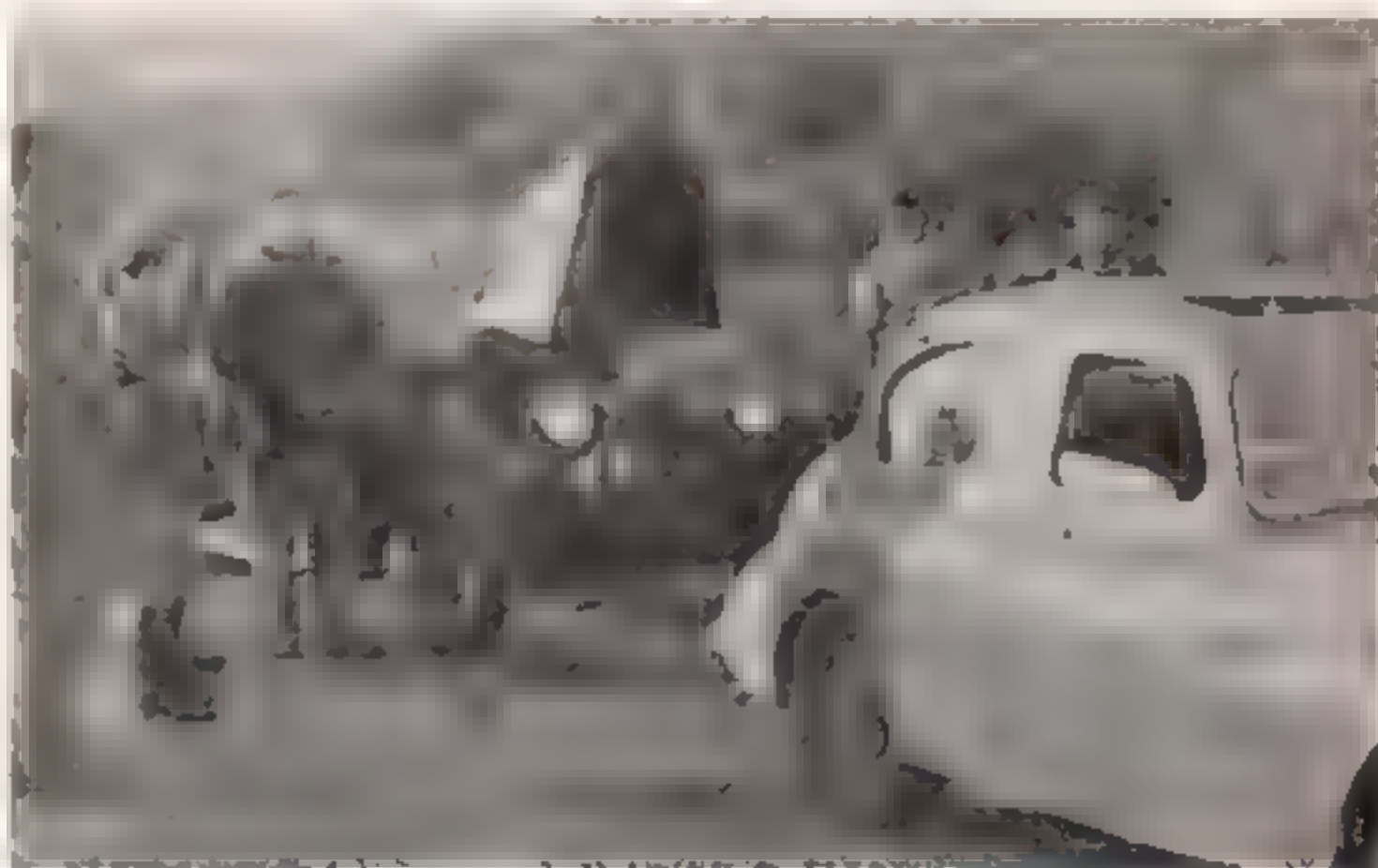
turning point, and finally arrived amid much merriment. The final word was spoken by the local farmer, who gazed long at the proceedings, and finally remarked, in a voice that carried loudly across the still morning air, "Well, there be some crazy folk about this morning, all right!"

The morning section ended, competitors wended their way back to the St. Leonards Hotel, where the lunch break was arranged. This gave everyone the opportunity of comparing notes, and many were the stories of dicing that were told! The only casualty appeared to be No. 13, who met a non-competitor on an ice-covered blind bend, though damage was confined to the cars only.

The afternoon run consisted of a number of observed sections, and an acceleration and braking test. This latter was held on a downhill gradient,

with a loose surface and a right-hand bend. The modern types heeled well over here and drifted outwards in spectacular fashion. Lt.-Col. H. C. O'Hara-Moore took the bend at high speed with his immaculate Bristol, drifted too far out, and, in a flash, the car spun round, leaving the road and missing a large oak tree by inches. Other people found the tree had a certain attraction, though nobody made contact.

The sections observed by the writer were Matcham's and Sheen Hill. The former was of a peaty, slippery nature, but had dried well out by the afternoon. Competitors had a short run at the gradient, which caused several cars to become airborne on a large hump, and made the photographer leap rapidly into the bushes on several occasions. Poole's vintage Belsize made a good effort, but failed just before the top. Langdon, travelling fast and holding his gear in with one hand, temporarily lost control and took to the undergrowth, with the photographer about a fifth of a second in front of him! Mallock's Ford saloon fairly hurled itself upwards, the engine screaming, while Colvin's 4½-litre Invicta



**OLD HELPS NEW** The mechanical tyre pump on Hole's 1925 Renault comes in useful to inflate the rear tyres of Dr Marie Kelleher's Sunbeam-Tulbot

**OLD MAKES GOOD.** (Left) B. Poole's Belsize tourer climbing Matcham's assisted by hearty bouncing on the passenger's part

climbed effortlessly, seeming to have unlimited power. Gray's left-hand-drive Peugeot made a good climb here. An excellent vintage climb was that of Crane's Lea Francis two-seater, which was most confident. J. Macklin spent most of his time airborne with the big Ford V8 saloon, and went up at high speed. This was probably caused by his wearing a Moss-type woollen cap, which caused much good-humoured comment!

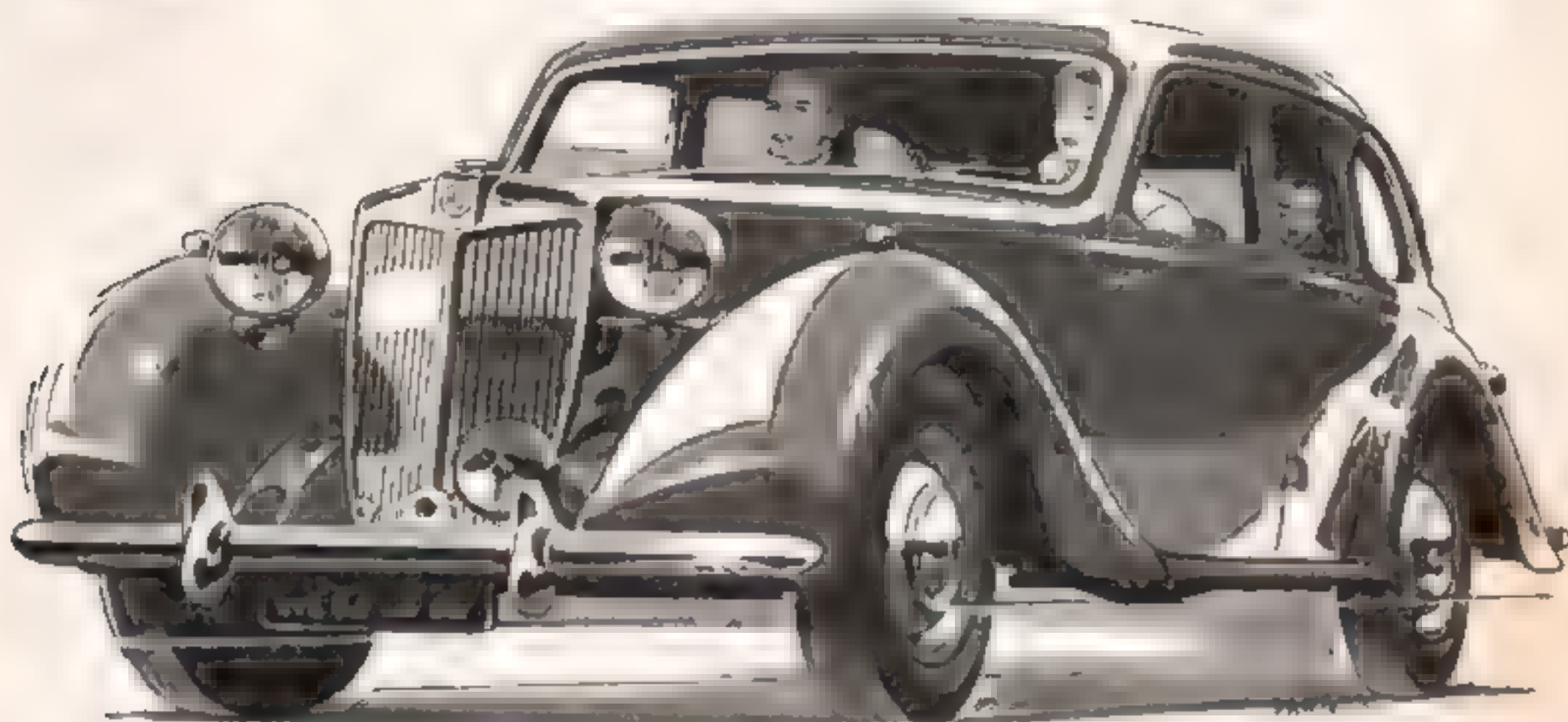
Cooper's Special made light of the hill, as did McDona's M.G., Miss Moore's Singer and the majestic old Renault.

From Matcham's we made our way,  
(Continued on page 807)





# Heracility



*Here is a car that solves the problem of exciting the sports motorist as well as delighting his family. This comfortable and good-looking M.G. saloon never demurs at crawling in town traffic: nor, on the other hand, does it shy at 75 m.p.h. on the open road. And how it takes the hills! A race-winning engine and a handsome saloon body combine to make it the family car with a sporting heart.*

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## NEWS FROM THE CLUBS

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

### SEVERN VALLEY SPORTING HALF-DAY

THE Severn Valley M.C. held a Sporting Half-day on 7th December at Church Stretton. It started off with a long driving test (incorporating several tests) held in the ample driveway of The Sandford Hotel. This was followed by a 40-mile Regularity Run, over mountainous roads in the Church Stretton area. The finish was at The Sandford Hotel, where after a motoring quiz, 40 competitors and friends enjoyed an excellent dinner.

#### RESULTS

1, M. Pugh (Morris Minor); 2, R. D. Phillips, 3, A. Westwood (TC M.G.)

### FIRST RELEASE OF SHELL LE MANS FILM

ADVERSE weather conditions did not prevent a large attendance at the Mercedes-Benz Club's Film Show on 29th November, when the recently released Shell-Mex film of the 1952 Le Mans 24-Hour Race had its first Club showing at the Kings Arms Hotel, Hampton Court.

This film merits praise for the high artistic quality of its production and should prove to be one of the best motoring films of the year.

Every aspect of the race is portrayed, from the massed start to the final stages, when fate prevented the heroic Talbot driver Levegh from winning. Scenes of



*SUNSHINE IN HER EYES: Novel handicap in a December event experienced by Miss Anita Newell (M.G.) during the hill-climb section in the Connacht M.C.'s recent Winter Trial.*

human emotion rarely seen at close quarters by spectators can be appreciated in full via the medium of this film. The tragic disappointment of Pierre Levegh as he leaves his car is followed by the tense realization of victory in the Mercedes pits, with team manager Neubauer reaching for the first place signal card.

A supporting programme of the Gordon-Bennett race films was also shown in tribute to the memory of the heroes of the early days of road racing.

A vote of thanks to Messrs. Shell-Mex and George Monkhouse was proposed by Vice-President D. Scott-Moncrieff.

### SHEFFIELD AND HALLAMSHIRE M.C.

AS the Sheffield and Hallamshire M.C.'s Christmas Trial takes place on 21st December—the day following the R.A.C. Championship—the organizers would welcome participation by any Northern drivers who may be members of the club.

### B.A.R.C. (S.W.) DINNER DANCE

THE B.A.R.C. (S.W. Centre) Annual Dinner Dance will be held at the Polygon Hotel, Southampton, on 14th January, and a number of distinguished guests will be invited. Tickets, price one guinea, can be obtained from Mrs. Havard, 61 Portsmouth Road, Woolston, Southampton.

At a recent committee meeting Dr R. V. Havard was unanimously elected Chairman of the Centre, in succession to Dr Grimston.

### S.O.D.C. FILMS

THOSE members of the Sporting Owner Drivers' Club who attended the Film Show, at the London Gliding Club, Dunstable, on Wednesday, 3rd December, had an ideal opportunity to improve their hill-climbing technique when they discovered that the sharp ascent to the club house was completely covered with ice. Much wheelspin and pushing ensued, but eventually nearly 50 members and friends gathered in the lounge to watch an entertaining programme of films loaned by Esso.

The Club's next film show will be in January.

## JOY COOKE WINS SHROPSHIRE RALLY

MRS. JOY COOKE (Ford Anglia), with John Dorsett as navigator, won the 150 miles Shropshire Saloon Car Rally, held on 7th December and organized by the Hagley and District L.C.C. The only other competitor to complete the course without loss of marks was Bill Cox (Sunbeam-Talbot). Even such a doughty rally driver as Len Shaw (M.G.) lost marks on a very tight section.

The final result depended on the garaging and reversing tests when Joy managed to pip her rival for best times.

Held in the Cleve Hills area, the roads were mainly covered in snow and slush, with patches of ice to make things even more hazardous.

Run in conjunction with the rally was a trial, comprising 14 sections in a 45-miles course. Many of the hills were

extremely difficult, and the event was won by H. B. Woodall (Ford).

#### RESULTS

##### Shropshire Rally

**Marsh Cup (Best Performance):** Mrs. Joy Cooke (Ford Anglia).

**Runner-up:** J. W. Cox (Sunbeam-Talbot).

**First Class Award:** J. Marsh (Riley).

**Second Class Award:** Miss Pat White (Morris Six).

##### Trial

**Whittingham Cup (Best Performance):** H. B. Woodall (Ford), 49 marks lost.

**First Class Awards:** Alastair Baring (Dellow); A. E. Marsh (Dellow).

**Second Class Awards:** Ray Merrick (Atkinson); J. Deeley (Cranford).

### EAST ANGLIAN "ANNUAL"

THE Annual Dinner and Dance of the East Anglian Motor Club held at the George Hotel, Colchester, on Friday, 5th December, proved very enjoyable. The Vice-President, H. E. Kingsman, was in the chair. The Guests of Honour were W. J. Drake, T.D., J.P., the chairman of the Thames Estuary Automobile Club, and Mrs. Drake, who later very kindly presented the Awards for the past year.

After dinner several amusing speeches were made, by Mr. Drake in proposing the Club and Mr. Hynard replying, Mr. Kingsman proposing the Guests and Mr. Faithful replying. The floor was cleared and dancing went on till 1 a.m.



### LOUGHBOROUGH COLLEGE NIGHT RALLY

THE organizers could not have picked a more testing night for this year's Loughborough College M.C.'s Rally. The sky was mainly clear, but roads for the most part were covered in ice and in one or two places there were patches of fog. The start was at 11 p.m. in Loughborough and competitors were despatched at two-minute intervals to commence their journey to the first check on the other side of Ashbourne. This first section was really a sort of warming up lap, but how warming up was not realized until trying to locate check two which had been so cunningly placed that most people took a new road, made after the maps had been printed.

Some disorganization ensued, and before long the traffic density became unbearable, so one crew at least, that of Club Chairman, J. V. Skirrow, decided to their cost to press on to the main check at Buxton, saying to themselves as they went, "that must have been the check but the marshal has failed to reach it." They were wrong, and in protest their Frazer-Nash promptly discarded its second gear chain.

At Buxton competitors were subjected to a width-judging test from a range of 25 yards, and afterwards released for a period to imbibe hot coffee and other beverages. It was here the Frazer-Nash crew were presented with their missing links by a travelling marshal who had retrieved them from the road. In the test, Goddard Watts showed that he knows the width of his Land Rover to an accuracy of 2½ inches, and was heard to declare that he had just been down a hill backwards while still in forward gear.

Shortly after leaving the Buxton check there was a timed ascent of a short hill where the two fastest cars were Richard Utley's Dellow and Peter Wing's Mayes Special; several other spirited ascents were made, but most drivers were dogged by wheelspin. Mike Manning in a Morris Minor had great difficulty in getting off the starting line. There followed two more checks near Tideswell and Hope and then the route card section began.

This led over some very questionable roads round Buxton, eventually leading to a check at Hollinsclough. Over this section a secret check was installed, which took its debit of marks. The final check before the finish was near Cheadle in Staffordshire.

The Rally as a whole was a most exacting and enjoyable event and congratulations are due to the award winners, and to the organizers and marshals, especially Brian Jennings, who planned the course.

### RESULTS

**Best Performance:** A. B. Longden (Rover 12), 16 marks lost.

**Dr. D. P. Harris Cup:** G. C. L. Plucker (M.G. TC), 20.

**First Class Award:** W. A. Matthew (M.G. K3), 36½.

**Second Class Award:** J. W. Harrison (Austin 7), 43.

**Third Class Award:** H. R. W. Hughes (Standard 8), 43.



LOUGHBOROUGH WINNERS Arthur Longden, Joe Poole, and the Rover 12, after winning the L.C.M.C. Night Rally

### N.L.E.C.C. FILMS

THE Green Man, Edware, was the venue for a Club meeting on Tuesday, 9th December, when Rivers-Fletcher brought along some films which concerned not only his own racing with the Magnette and the Bugatti, but also some of the N.L.E.C.C. events of this season.

He had with him David Yiend and Tony Hitchcock, club members of his *équipe*, who, at the conclusion of the films, became sitting targets in front of the audience for questions.

Of the N.L.E.C.C. events depicted, the Speed Trials at Ramsgate and the Driving Tests at Whelpley Hill presented some excellent shots, whilst it was indeed a pleasure to sit in warmth and comfort and watch the unfortunates getting drenched to the skin in the Club's Point-to-Point.

On 29th December the Shell Filma, "Le Mans, 1952", "Looking Ahead" and "Brands Hatch", will be shown at the Black Bull, 1446 High Road, Whetstone, N 21.

### "AUTOSPORT" DIRECTORY OF THE CLUBS—25

Cambridge  
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Automobile  
Club

(Founded 1904)

**President:** F. J. Dykes

**Open to:** Past and Present Members of Cambridge University

**Caters for:** Motor sport generally, except trials, with the emphasis on rallies

**Principal Events:** Closed Invitation Lent Term Rally (500 miles, 24 hours), February

Speed Trial (usually held at Bottisham), March

Closed Michaelmas Term Rally (200 miles, novices' event), November.

**Headquarters:** The Rose, Rose Crescent, Cambridge.

**Meetings:** Every Monday in term time, 8.30 p.m.

**Bulletin:** Takes the form of a letter circulated to all veteran members at the beginning of each term

**Whether associated with R.A.C.:** No (Recognised by R.A.C. and affiliated to A.C.U.)

**Approximate Membership:** 100 resident, 150 veteran members.

**Prominent Past and Present Members:** Tony Crook; George Eyston; Guy Gale; Raymond Mays; Dennis Poore; Dick Seaman; Pat Stark; J. R. Stoop; Whitney Straight; Eric Thompson; Amherst Villiers; Rob Walker, Peter Whitehead

**Annual Subscription and Entry Fee:** No Entry Fee.

Annual Subscription: Resident Members, £1. Veteran Members, 5s

**Hon. Secretary:** C. H. Threlfall, Caius College, Cambridge, and The Quarry, Pedmore, Stourbridge, Worcs. Telephone: Stourbridge 5605.



## News from the Clubs—continued

PUBLIC SCHOOLS' M.C.  
NOVEMBER RALLY

**T**he date—23rd November; the place—The Volunteer, Epping; the event—the Public Schools' Motoring Club November Rally (closed permit). At 10.30 a.m. the first of 25 entries moved off in the dull, damp air to test driver, navigator and car on the 150-mile course which covered Essex and part of Suffolk. The route timed throughout led through main roads, country lanes sometimes dwindling to a well worn track and numerous fords. The last had swollen a little since the course had been laid, and at these points the rally seemed to have more of an amphibious nature than a road event.

The average speed over the rally allowing for compulsory stops was a little over 28 m.p.h.; not excessive, but sufficient to keep navigators as busy as the drivers.

The driving tests were held on an open stretch of heathland outside Ipswich. It was here that there were many surprises, as some of the more powerful cars received defeat at the hands of the lighter entries. M. J. Allen in a pre-war Morris 8 tourer won the timed event, demonstrating all too clearly that the uninterrupted vision his special rear window provided was invaluable in such a test. (All competitors in open cars were obliged to undergo the driving tests with their hoods up.)

The route led from Ipswich to Colchester, and on to an hotel just outside where a compulsory stop enabled com-

petitors to have tea by a roaring fire, thaw out a little and continue to the final point. By this time it was dark, the thermometer dropping, and the roads getting a little ice on them. At last, the end, and the drive of the Chase Hotel, Ingatestone, was crammed with mud-spattered cars. Inside the Hotel the competitors relaxed while the tireless organizers wrangled with control cards, sorting out the times and tabulating furiously that they might have the provisional results ready before all went in to sup.

The results, and on time, too, were delivered by the Secretary of the Meeting, D. R. Wilkinson, who, with Mr E. D. Stannard, had organized the event. First, irrespective of class, was R. H. Lambert in his Ford Consul; 2, J. A. Young (Jaguar XK 120); 3, equal, M. F. Ellis (1936 Vauxhall 14) and L. J. Morgan (Austin A70). In the driving tests at Ipswich W. B. Allen (Jowett Javelin) was placed first. M. F. Ellis's performance in coming third finally secured for him the Annual Rally Challenge Cup of the Club after a series of excellent performances during the last year.

## S.S.C.C. DINNER DANCE

**G**lasgow Central Hotel was a very cheery place to be in last Friday evening when the S.S.C.C. were in the throes of their annual shindig. Speech-making was conspicuous by its brevity and main contribution was the cheerful chatter of Chairman John Stenhouse.

Awards were duly presented by John's wife, Peggy, who found a pleasant smile

and a welcoming remark for each recipient in the long list that showed what a fine job the Club makes of fostering the sport in Scotland.

John Melvin almost filled the back of his Sunbeam-Talbot with silverware, while Sheila and Hartley Whyte were very popular winners of the Scott Trophy for the best performances by a husband and wife. Kilted Ron Flockhart was the evening's Fastest Scot, but let us know it was only with a motor-car. Ian Hopper lacked the glamour of Highland dress but sported a bow tie in the colours of his old school. Said school he assured us was Gartnavel—a well-known asylum. Well, Ian should know, shouldn't he?

To attract the attention of the sports-car type Alan Smith had brought along a 1902 Albion dog cart, which was on display in the reception room, but although everyone was in jolly mood by the time the evening ended I'm glad to say they were all content with their own motor-cars and refused to trade even for a vehicle of such magnificent vintage.

A. N. F.

## SUNBAC FILM SHOW

**T**onight, 19th December, Sunbac are holding a Film Show at the Chamber of Commerce, Sutton Coldfield, commencing at 7.30 p.m. The programme will include some very special K.I.G. films, including one featuring the 1952 Coopers Trophy Trial. There will be no charge for this show, but accommodation is limited, and late-comers may have to stand.

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Cars: 40/- plus 10/- entrance fee.

## NEXT EVENTS

Exeter Trial (January 2nd/3rd, 1953). (Entries have closed at 325. Programme 1/- post free.)

Land's End Trial (April 3rd/4th, 1953). (Regulations will be ready at end of January.)

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## S.W. M.G. A.G.M.

THE Annual General Meeting was held on 6th December at the Ship Hotel, Alveston, Glos. Roger White-Smith, the centre's Secretary since the war, resigned owing to pressure of business and the present Assistant Secretary, Dr. M. D. King, The Fosse Way, Stow-on-the-Wold, Glos, was elected to the Secretaryship.

Captain M. R. G. Llewelyn expressed the centre's thanks to Roger White-Smith for all his hard work and enthusiasm which has made it so successful, and welcomed him to the post of Vice-Chairman. A discussion then took place about future plans until the bar was declared open! There followed a buffet-supper and dance to which the 60 members present lent themselves very merrily. The evening was concluded by the annual prize-giving and presentations to Mr. and Mrs. Roger White-Smith.

MID-CHESHIRE C.C.  
POINT-TO-POINT

OFFICIAL results of the Mid-Cheshire Club's Autumn Point-to-Point show A. P. B. Birt, first, with a loss of six points and R. Dawson and R. Williamson, second and third. Winning team was the Warrington and District C.C. threesome, comprising A. C. Metcalf, C. Shalleross and A. Cowham.

## RESULTS

Best Performance: 1, A. P. B. Birt; 2, R. Dawson; 3, R. Williamson; 4, C. Shalleross; 5, R. Guntery and J. D. Barker; 7, A. C. Metcalf; 8, A. Cowham and G. Murray.

WELSH COUNTIES TRIAL  
POSTPONED

THE Welsh Counties C.C.'s Macleod Carey Trial, due to have been held on 7th December, was postponed owing to the very bad conditions on several sections.

Snow drifts up to 10 feet covered four of the sections, but spectators and competitors were not disappointed as a spot of impromptu fun was had on the only two snow-free sections.

Frazer-Nash, Morris Cowley, Ford and Austin Specials and two J2-type M.G.s prevented onlookers from feeling the cold as they were kept busy hauling the cars out of the deep snow-mud mixture.

## CHELTENHAM WINTER TRIAL

A CLOSED-TO-CLUB Winter Trial is being held by the Cheltenham M.C. on 4th January, over an under 30-miles course. Start will be at 1.30 p.m. from Draper's Farm, Mill Lane, Cheltenham. Secretary of the Meeting is W. Dembowski, to whom entries must be sent, to arrive by Wednesday, 31st December.

## EPPING FOREST FILM SHOW

ON Thursday, 1st January, the Epping Forest Motorsport Association will be holding a Film Show at St. Mary's Hall, High Road, Loughton, Essex. The programme will include the new Shell-Mex colour film of the 1952 Le Mans race, also "Looking Ahead", featuring the G-Type F.R.A., and the Owen Organization B.R.M. films.

The show begins at 7.30 p.m., admission is free, and all visitors are welcome.

## Christmas Cup Trial

—continued from page 802

via various by-roads and tracks through the New Forest, to the last section, Sheen Hill. This was approached down a steep track, through the heath, and one driver was heard to remark, in an incredulous tone, "Do I have to go down there?"

The hill was fairly long, starting with a loose surfaced climb in close proximity to a large and unyielding tree, and ending with a tricky right-hand turn, which was covered in deep sand. This built up under the front axle, and most cars slid outwards here. The exceptions were Gray's Peugeot, which climbed clean but smote the inside bank a resounding blow with the front wing, and a certain competitor who, after being told to keep to the left of the flags, came up at a high speed, went to the right, and leapt up the bank, reaching a goodly altitude, and finally bounced back into the road, whereupon he remarked, in a slightly shaken voice: "You did say keep left, didn't you?"

A Ford Consul dug itself in here, and required the united efforts of a dozen marshals to move it. Macklin had a terrific front wheel slide on the corner, and climbed up the outside bank. McDona was confident in his M.G. Mallock was very fast, the Ford never being in a straight line all the way up. Cooper's Ford Special made light of the

## A "LEAF" CLUB

IT has been decided to form a Lea-Francis Owners' Club with a view to bringing owners of these cars together for social and competitive events. Those interested should get in touch with P. G. Thompson, at 29 Meadow Hill, New Malden, Surrey.

## JERSEY TRIAL

THE Jersey M.C. and L.C.C. are holding a New Year Trial on 28th December, starting from the St. John's Hotel, St. Helier, provisionally at 11 a.m.

## CUMBERLAND S.C.C. "SOCIAL"

ON 21st December the Cumberland Sporting C.C. are holding a Social Rally, to round their season off before Christmas.

hill, while Crane's Lea-Francis never looked like falling. The Renault touter rumbled majestically upwards, the vintage ground clearance making light of the deep sand, and sailed over the top amid loud cheers from the onlookers.

From this final hill the field made its way to the "As You Like It" Club on the Ringwood-Fordingbridge road, where tea was eaten to the strains of a band playing bop music and a very pleasant atmosphere prevailed. After much speculation and good humoured joggling the results were announced and the event finally came to an end at approximately 5 p.m. A most successful trial, held in beautiful country and organized in the efficient manner which we have come to associate with the Wes Hants and Dorset Car Club.

A. HOLLISTER

## PROVISIONAL RESULTS

Christmas Cup (Best Performance of Day): W. A. Walters (M.G.) (Navigator, Mrs E Walters).

Coronet Cup (Best Performance by Car in opposite class): H. R. Jesty (Hillman Minx) (Navigator, M. Eyre).

First Class Awards: Major A. M. R. Mallock (Ford), S. R. Southcombe (Sunbeam-Talbot), J. Hamilton-Stutt (Triumph); J. Macklin (Ford V8).

Second Class Awards: H. G. Robertson (M.G.); Miss M. J. Moore (Singer), R. W. Edwards (Hillman), D. A. S. Colvin (Invicta).

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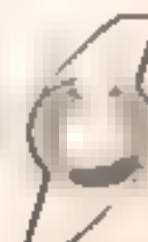
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## News from the Clubs—continued

## LONDON M.C. DINNER DANCE

SOME 400 members and guests were present at the London M.C.'s annual dinner/dance at the Park Lane Hotel, London, on 9th December. Maurice Wick and his aides certainly put plenty of work into what turned out to be a first-rate affair in every way. Of the people due to accept the season's awards from Mrs. Eleanor Allard, no less than 42 were present which, although it would seem to constitute some sort of record, tended to cause these proceedings to be somewhat drawn out.

Speeches were short and to the point. "The Visitors" was proposed by Sydney Alard, President of London M.C., the response being by Eric Fendon. Rodney Walkerley proposed "The Club", and he was replied to by Godfrey Imhof.

An enjoyable feature was the demonstration of square dancing by the Bullin team. Guests later joined in, led by the team-members. Lola Grounds won the Moby Bronco race, in which a certain well-known journalist was disqualified in one of the heats for using a non-standard transmission. His protest, not accompanied by the usual £1 fee, was turned down by the umpire. Lola's nearest rival was Jim Appleton whose handling of the Moby told of long nursery experience. Cuth Harrison and Tony Romiti achieved spectacular crashes.

## CITROEN C.C. ROSETTE RALLY

No detailed report of the Citroen C.C.'s Rosette Rally on 1st/2nd November has been published as yet, and we cull the following information on this event by "D.C.J." from the Hants and Berks M.C. Bulletin.

Fears that the Rally would begin with a road race were happily unfounded. Needless to say, each competitor had his own idea of the best interpretation of the formula on which the telegraphic section was based. One competitor motored into Devon and clocked up 274 miles while another decided that a run of 23 miles was adequate. Average speeds varied from 20 upwards, most being about 35. On completion of the telegraphic section, competitors had to embark on three further sections, each of which started and finished at the same control.

The night trial section on the Chilterna map required 13 points to be visited in

## COMING ATTRACTIONS

December 20th. R.A.C. Championship Trial, Gandale Moor, Yorkshire. Start, Angel Hotel, Catterick, 9 a.m.

December 21st. 750 M.C. Wrotham Cup Trial, Start, Spring Tavern, Wrotham Heath, Kent.

Sheffield and Hallamshire M.C. Christmas Trial, Derbyshire. Start, Peacock Hotel, Owlser Bar, Yorkshire, 12 noon.

East Anglian M.C. Driving Tests, Halstead.

December 22nd/30th. (Excluding 25th, 28th December), B.R.D.C. Motor Racing Exhibition, Stratton House, Piccadilly, W.1. 10 a.m. to 8 p.m. daily.

December 26th. M.G.C.C. Cecil Kimber Trophy Trial, Start, Mile 3 Road House, Bristol-Bridgwater Road, 12 noon.

December 28th. Jersey M.C. and L.C.C. New Year Trial, Start, St John's Hotel, St. Helier.

four hours; at each point, not more than 10 yards from a road, might be found the name of a car—Hampton, Rover, Cunningham—nothing ordinary! Best in this section was 10 points visited, while casualties included one Standard 8 which took to the air in Burnham Beeches. Competitors set their own average in the regularity test which had undisclosed time controls cunningly placed at points on the 60-mile route of perfect main road, farm tracks, one deep ford and tortuous lanes.

The Bank Holiday section required competitors to report to a marshal for the special test some 50 miles from base with penalties for using A roads, crossing A roads, and using the same road on outward and return journeys. Chief casualties were within sight of the marshal on Marlborough Downs where several got hopelessly bogged in an effort not to incur penalties. On the whole a well organized event and a successful experiment.

Best performance was put up by Douglas Johns, and second was J. A. Higginson, both of the Hants and Berks Club.

Results of the Rally were published in our 14th November issue.

## THE WROTHAM CUP TRIAL

THE 750 M.C.'s Invitation Trial for the Wrotham Cup takes place this Sunday, 21st December, starting at noon from the Spring Tavern on Wrotham Heath, Kent. The course is over about 15 miles, and a special spectators' route sheet has been issued, which guides would-be watchers to sections at Crooked Chimneys and Michael's Mount, Cannon Street, the Special Test Old Soar 1, 2 and 3, and Soar More.

## N. LONDON ENTHUSIASTS' CHRISTMAS RUN

ON 14th December the North London Enthusiasts' C.C. held a Christmas Trial, more in the nature of a run, from Wembley Hill, Bucks, to Beaconsfield, over a distance of 30 miles.

Saloons were given a bonus of five marks, with one extra for every passenger carried. There were 30 entries in this closed event. First prize (two chickens!) was won by R. O. Jones in an M.G. Magnette.

The Run was followed by a Christmas Dinner and Party at Beaconsfield.

## RESULTS

Best Performance: R. G. Jones (M.G.)

First Class Awards: A. Rivers-Fletcher (Jaguar); A. T. Young (M.G.); G. G. Lilley (M.G.)

Second Class Awards: D. Mayston (Alvis); M. F. Ault (M.G.); C. C. Foreman (M.G.)

## CLUB FIXTURES

Chesham M.C.—Motorists' Ball, 19th December, Town Hall, 8 p.m.

Bombay Film Show, 19th December, Chamber of Commerce, New Street, Birmingham, 7.30 p.m.

Thames Estuary A.C.—Christmas Party, 19th December, Queen's Hotel, Weymouth, 8 p.m.

B.T.D.A.—Annual Dinner, 20th December, Scotch Corner Hotel, Catterick, Yorks. (After R.A.C. Championship Trial)

Bentley D.C.—Meetings, 20th December, Crown Hands Hotel, Old Sandbury, Glos., 7.30 p.m. and White Horse Hotel, Chilgrove, Sussex, 7.30 p.m.

21st December, Old Talbot Hotel, Ripley, Surrey.

750 M.C. (Brooklands Area)—Meeting, 21st December, Shear House Hotel, Epsom, Surrey, 11 a.m.

Leeds C.C.—Children's Christmas Party, 21st December, Almon's Rest, Ratby Lane, Leeds, 4 p.m.

West Essex M.C.—Christmas Party, 22nd December

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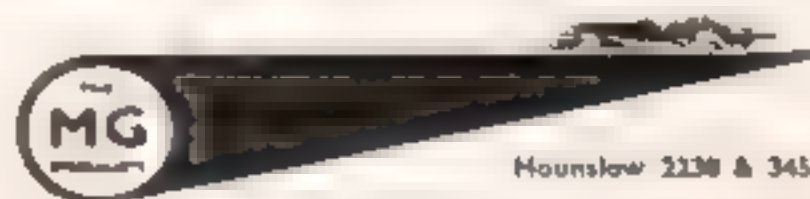
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## CHILTERN C.C. FILMS

ON Thursday, 11th December, the Chiltern C.C. held their first Film Show of the Winter Season.

The films were presented by Messrs. Wayne V. Myers and Co., Ltd., and featured the Redex series of films together with two Abbott and Costello comedies shown in for the less technical minded members of the club.

The Secretary of the club announced two other provisional film shows, one in January, presented by Redex, and one in March, showing the latest Esso films.

## FALKIRK AND DISTRICT M.C. ANNUAL DINNER AND PRIZE-GIVING

VERY informal and highly enjoyable was the annual dinner of Falkirk and District M.C. which took place at Stanhousemurs "Pough Linn" on Wednesday, 10th December.

President Jim Morrison was in good form in the chair and was aided and abetted by guest Bill Smith, a former "500" merchant. That redoubtable Dellow type, Peter Goodall, was the most overburdened man of the evening.

and Faith has already laid in a stock of metal polish to do justice to the many trophies which he collected. Not far behind was Jack Hally, who harvested a fine crop of closed-car awards.

Naturally the various award winners were subjected to a barrage of comment and it would appear that there are a lot of heroes round Falkirk way. Chief contributor to the barrage was Bill Henderson—whose pictures so often adorn these pages—but instead of clicking the shutter of a camera he was making low noises with hooters and whistles which were much relished by the company. A. N. F.

## W. ESSEX MEETINGS

ON 10th December, 150 members of the West Essex Car Club attended a film show given by the Shell Film unit which included "Le Mans, 1952" and "Looking Ahead".

For the Club's Night Navigation Mystery Run 50 members started from the Royal Oak, High Beech, Essex, and had to cover a 38-mile route through Essex in two hours. This was the first map reading run the club had organized

and proved a very tough course with no help from the ice on the roads.

No entry finished with a clean sheet as the results show, and only 30 of the entrants completed the course. The event was staged to give members a taste of what to expect on the all-night Navigation Rally to be held in February.

## RESULTS

Saloon Class: R. McTurk (Ford Prefect), 67 marks lost; 2, J. V. Lewis (Riley), 70.

Open Class: R. Randall (M.G.), 175. There was only one award for the open class owing to insufficient entries.

The W.E.C.C. Christmas Party is to be held at the Club Room on Monday, 22nd December, at 8 p.m. Members and their friends are invited to come along and join in the fun and games.

## WARWICKSHIRE FROLIC

ON Sunday, 18th January, the Midlands Motoring Enthusiasts' Club are holding an event of novel type in the shape of a Warwickshire Frolic, involving the use of Ordnance Survey 1 in. Popular map, sheet 131. This is a closed-to-club "do", with entries closing on 8th January.

## A Really Cheap Small Car

—continued from page 787

when he states that the cheapest form of engine in small sizes is an air-cooled single-cylinder two stroke, but we must point out that these engines are only economical up to about 250 c.c., past which size the specific power output drops off below the economical point.

We are well aware that when any discussion of two-stroke cars arises, somebody will invariably mention the DKW as being a shining example of what a two-stroke car can do. What these people do not mention, however, is the fact that the DKW engine was a two-cylinder water-cooled unit which was expensive to manufacture, and repair costs were very high. Against the DKW we should like to draw attention to the Lloyd. This vehicle was a 650 c.c., air-cooled two-stroke twin, and far from being quiet, economical transport, was noisy, rather slow, uncomfortable and extremely ugly to look at.

Perhaps it may be regarded as significant that the 398 c.c. twin-cylinder two-stroke engined Champion, a picture of which appears with Bolster's article, is now out of production. We must also remember that the famous Scott, of which one speaks with awe, was far from cheap and is now only a beautiful memory.

Mr. Bolster does not like motor-cycle engines because he thinks they are inferior to units designed for the job of propelling a complete car. Whilst the torque and power curves

are different, we would remind him that it is a common sight to see a 650 c.c. motor-cycle happily pulling an enormous chair, fully laden, which in itself is nearly as big as a small car. Even with this chair, it will still better 65 m.p.h. and approach 60 m.p.g. All this is in spite of a poor aerodynamic form of a loaded combination.

As for the "... intolerably frequent recourse to the gear lever..." we would draw your attention to the constant appearance in Road Test Reports of the statement that "intelligent use of the gearbox is necessary to achieve the best performance". In any case, if you are considering a cheap car, you must be prepared to make some efforts.

Chain drive also comes under fire from Mr. Bolster on the grounds of requiring frequent adjustment and of short life. This may be true of exposed chains but when efficiently shielded in a good oil-bath case, they perform most creditably both as primary chains for motor-cycles and also for camshaft drives for many famous makes of cars. The chain is also generally accepted to be the most efficient method of transmitting power as well as being the lightest and cheapest. This does not mean that we wish to advocate the use of chains in our economy car but that we do not like to see this transmission being too badly maltreated.

We should now like to shoot down Mr. Bolster on the subject of his

"Half-a-Ford". He wishes to manufacture a Meehanite crankshaft and then build up a composite engine round it. Why on earth fool around making a crankshaft for a vertical twin engine when all that is needed is a short crankpin running between two fly-wheels or bob weights? Mr. Bolster will surely know how a vertical twin is constructed. In any case, to keep the power curve exactly the same would mean running the pistons one up and one down. Can you imagine the resultant vibration with the engine running "bang, bang, quiet, quiet" over the four strokes? The engine mountings for this engine would have to be very easily replaceable.

In addition to the above, why be satisfied with a mere 15 b.h.p. from 586 c.c., when 34 b.h.p. is obtainable from 650 c.c. of existing well-tried engines. After slaughtering his motor, we will now offer the proverbial olive branch to Mr. Bolster, and agree with him that both shape and construction would be of prime importance. With the engine and transmission at the same end, we prefer the rear, a good aerodynamic form should be easily procurable and in our opinion, 70 m.p.h. plus, should be easily reached without much difficulty.

We must reiterate the importance of quantity production as it is obvious that no small-scale manufacturer could ever make this car to be what we really require, that is a small cheap and efficient motor vehicle.



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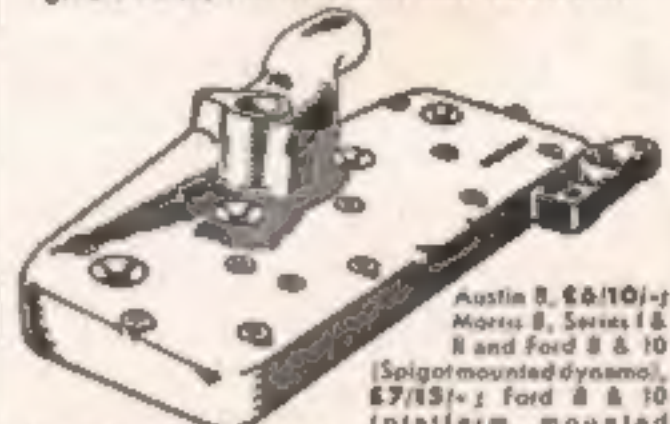
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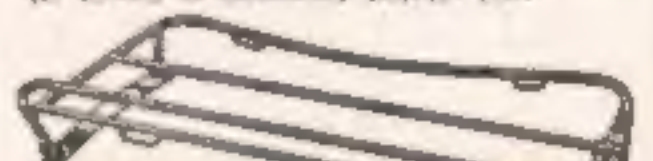
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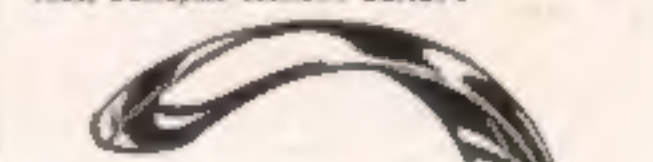
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